



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | IGUSHIK, Alaska                      | <b>Accident Number:</b> | ANC89LA157  |
| <b>Date &amp; Time:</b>        | September 3, 1989, 16:45 Local       | <b>Registration:</b>    | N4760M      |
| <b>Aircraft:</b>               | PIPER PA-11                          | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

THE PILOT STATED THAT WHILE LANDING ON A BEACH, THE LEFT WHEEL HIT A SOFT SPOT & THE LEFT MAIN GEAR COLLAPSED. THE LEFT WING & PROPELLER THEN HIT THE GROUND, WHICH RESULTED IN FURTHER DAMAGE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT SELECTED UNSUITABLE TERRAIN FOR A LANDING. SOFT TERRAIN WAS A CONTRIBUTING FACTOR.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) TERRAIN CONDITION - SOFT
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

Findings

3. LANDING GEAR,MAIN GEAR - OVERLOAD

## Factual Information

### Pilot Information

|                                  |   |  |             |
|----------------------------------|---|--|-------------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                              | 40, Male    |
| <b>Airplane Rating(s):</b>       | Single-engine land; Single-engine sea   | <b>Seat Occupied:</b>                    | Unknown     |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Restraint Used:</b>                   |             |
| <b>Instrument Rating(s):</b>     | None  | <b>Second Pilot Present:</b>             | No          |
| <b>Instructor Rating(s):</b>     | None  | <b>Toxicology Performed:</b>             | No          |
| <b>Medical Certification:</b>    | Class 2 Valid Medical--no waivers/lim.  | <b>Last FAA Medical Exam:</b>            | May 4, 1989 |
| <b>Occupational Pilot:</b>       | UNK   | <b>Last Flight Review or Equivalent:</b> |             |
| <b>Flight Time:</b>              | 1436 hours (Total, all aircraft), 1082 hours (Total, this make and model), 1368 hours (Pilot In Command, all aircraft), 64 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) |  |             |

## Aircraft and Owner/Operator Information

|                                      |  |                                       |                 |
|--------------------------------------|--|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | PIPER  | <b>Registration:</b>                  | N4760M          |
| <b>Model/Series:</b>                 | PA-11 PA-11  | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |  | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal   | <b>Serial Number:</b>                 | 11277           |
| <b>Landing Gear Type:</b>            | Tailwheel  | <b>Seats:</b>                         | 2               |
| <b>Date/Type of Last Inspection:</b> | May 1, 1988 Annual                                     | <b>Certified Max Gross Wt.:</b>       | 1350 lbs        |
| <b>Time Since Last Inspection:</b>   | 9 Hrs  | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 3287 Hrs   | <b>Engine Manufacturer:</b>           | CONTINENTAL     |
| <b>ELT:</b>                          | Installed, activated, did not aid in locating accident | <b>Engine Model/Series:</b>           | C-90-8F         |
| <b>Registered Owner:</b>             | MARSHA K TUBBS   | <b>Rated Power:</b>                   | 90 Horsepower   |
| <b>Operator:</b>                     | RICHARD G. TUBBS                                       | <b>Operating Certificate(s) Held:</b> | None            |
| <b>Operator Does Business As:</b>    |  | <b>Operator Designator Code:</b>      |                 |

## Meteorological Information and Flight Plan

|   |                                  |   |               |
|---|----------------------------------|---|---------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day           |
| <b>Observation Facility, Elevation:</b> |                                  | <b>Distance from Accident Site:</b>         |               |
| <b>Observation Time:</b>                |                                  | <b>Direction from Accident Site:</b>        |               |
| <b>Lowest Cloud Condition:</b>          | Unknown / 2500 ft AGL            | <b>Visibility</b>                           | 20 miles      |
| <b>Lowest Ceiling:</b>                  | Overcast / 10000 ft AGL          | <b>Visibility (RVR):</b>                    |               |
| <b>Wind Speed/Gusts:</b>                | 10 knots /                       | <b>Turbulence Type Forecast/Actual:</b>     | /             |
| <b>Wind Direction:</b>                  | 180°                             | <b>Turbulence Severity Forecast/Actual:</b> | /             |
| <b>Altimeter Setting:</b>               |                                  | <b>Temperature/Dew Point:</b>               | -18°C / -18°C |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |               |
| <b>Departure Point:</b>                 | DILLINGHAM , AK (DLG )           | <b>Type of Flight Plan Filed:</b>           | None          |
| <b>Destination:</b>                     |                                  | <b>Type of Clearance:</b>                   | None          |
| <b>Departure Time:</b>                  | 16:30 Local                      | <b>Type of Airspace:</b>                    |               |

## Airport Information

|                             |      |                                  |           |
|-----------------------------|------|----------------------------------|-----------|
| <b>Airport:</b>             | NONE | <b>Runway Surface Type:</b>      |           |
| <b>Airport Elevation:</b>   |      | <b>Runway Surface Condition:</b> |           |
| <b>Runway Used:</b>         | 0    | <b>IFR Approach:</b>             | None      |
| <b>Runway Length/Width:</b> |      | <b>VFR Approach/Landing:</b>     | Full stop |

## Wreckage and Impact Information

|                            |        |                             |                            |
|----------------------------|--------|-----------------------------|----------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial                |
| <b>Passenger Injuries:</b> | 1 None | <b>Aircraft Fire:</b>       | None                       |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                       |
| <b>Total Injuries:</b>     | 2 None | <b>Latitude, Longitude:</b> | 58.749794,-156.539566(est) |

## Administrative Information

**Investigator In Charge (IIC):** Daw, Roy

**Additional Participating Persons:**

**Original Publish Date:** June 18, 1990

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=5253>

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