



# Aviation Investigation Final Report

<b>Location:</b>	MONTAGUE ISLAND, Alaska	<b>Accident Number:</b>	ANC90LA004
<b>Date &amp; Time:</b>	October 8, 1989, 14:00 Local	<b>Registration:</b>	N5222X
<b>Aircraft:</b>	CHAMPION                      7KCAB	<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 PLT RPRTD THAT HE WAS LANDING ON AN UNIMPROVED/ROUGH SANDBAR WHEN THE ACDNT OCCURRED. HE STATED THAT AFTER TOUCHDOWN, THE ACFT HAD TRAVELED ABOUT 50 FT, WHEN ROUGH TERRAIN & A SLIGHT GUST OF WIND CAUSED IT TO BOUNCE SIDWAYS. SUBSEQUENTLY, THE RIGHT WINGTIP HIT SMALL BUSHES, WHICH YAWED THE ACFT TO THE RIGHT. IT THEN VEERED INTO ALDERS & SMALL TREES. THE PLT ESTIMATED THE WIND WAS FROM 010 DEG AT 10 GUSTING 15 KTS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: SELECTION OF UNSUITABLE TERRAIN BY THE PILOT. CONTRIBUTING FACTORS WERE: ROUGH TERRAIN, GUSTY WINDS, HIGH VEGETATION, AND TREES.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

### Findings

1. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - ROUGH/UNEVEN
3. (F) WEATHER CONDITION - GUSTS
4. (F) TERRAIN CONDITION - HIGH VEGETATION

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

Findings

- 5. DIRECTIONAL CONTROL - NOT POSSIBLE
- 6. GROUND LOOP/SWERVE - UNCONTROLLED

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

Findings

- 7. (F) OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<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-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 17, 1989
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	624 hours (Total, all aircraft), 624 hours (Total, this make and model), 583 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CHAMPION	<b>Registration:</b>	N5222X
<b>Model/Series:</b>	7KCAB 7KCAB	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	223
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 28, 1989 Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	60 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1400 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	IO-320-E2A
<b>Registered Owner:</b>	JOHN KAGERER	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<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>	Scattered / 5500 ft AGL	<b>Visibility</b>	100 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 15 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	10°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	10°C / 5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ANCHORAGE , AK	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## 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>	

## Administrative Information

**Investigator In Charge (IIC):** Michelangelo, James

**Additional Participating Persons:**

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

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=5315>

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