



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | FAIRBANKS, Alaska | Accident Number: | ANC90LA008 |
| Date & Time: | November 6, 1989, 16:15 Local | Registration: | N5606C |
| Aircraft: | CESSNA 140 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE PILOT FAILED TO ESTABLISH PROPER RUNWAY ALIGNMENT, AND TO MAINTAIN DIRECTIONAL CONTROL AFTER LANDING AT A PRIVATE AIRPORT. DURING THE LANDING ROLL, THE LEFT GEAR CONTACTED A SNOW BERM PARALLEL WITH THE RUNWAY, CAUSING THE AIRPLANE TO NOSE OVER. THE RUNWAY HAD 12-18 INCHES OF FRESH UNPLOWED SNOW, FOR WHICH NO NOTAM HAD BEEN PUBLISHED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S FAILURE TO ASSURE CONDITION OF RUNWAY PRIOR TO LANDING AND FAILURE TO MAINTAIN RUNWAY ALIGNMENT DURING LANDING.

Findings

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

Findings

1. (F) TERRAIN CONDITION - BERM
 2. (C) PROPER ALIGNMENT - NOT OBTAINED - PILOT IN COMMAND
 3. (F) WEATHER CONDITION - ICE FOG
 4. (F) AIRPORT SNOW REMOVAL - NOT PERFORMED - AIRPORT PERSONNEL
 5. (F) VISUAL LOOKOUT - RESTRICTED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

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| Certificate: | Private | Age: | 30,Female |
| Airplane Rating(s): | Single-engine land; Single-engine sea | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim | Last FAA Medical Exam: | June 13, 1988 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 340 hours (Total, all aircraft), 280 hours (Total, this make and model), 340 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N5606C |
| Model/Series: | 140 140 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 15539 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 1450 lbs |
| Time Since Last Inspection: | 0 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | O-235 |
| Registered Owner: | | Rated Power: | 115 Horsepower |
| Operator: | JULIE H. COLLINS | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|---------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | FAI ,434 ft msl | Distance from Accident Site: | 5 Nautical Miles |
| Observation Time: | 16:54 Local | Direction from Accident Site: | 90° |
| Lowest Cloud Condition: | Scattered / 1700 ft AGL | Visibility | 7 miles |
| Lowest Ceiling: | Overcast / 7500 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 4 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 180° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | -18°C / -15°C |
| Precipitation and Obscuration: | N/A - None - Haze | | |
| Departure Point: | LAKE MINCHUMINA, AK (MHM) | Type of Flight Plan Filed: | VFR |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 14:35 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|------------------|----------------------------------|-----------------|
| Airport: | PHILLIPS FLD P11 | Runway Surface Type: | Snow |
| Airport Elevation: | 432 ft msl | Runway Surface Condition: | Snow |
| Runway Used: | 6 | IFR Approach: | None |
| Runway Length/Width: | 2500 ft / 50 ft | VFR Approach/Landing: | Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 64.809165,-147.720092(est) |

Administrative Information

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| Investigator In Charge (IIC): | Daw, Roy |
| Additional Participating Persons: | JAMES HEIRSTON; FAIRBANKS , AK |
| Original Publish Date: | July 11, 1990 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=5319 |

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