



# Aviation Investigation Final Report

<b>Location:</b>	EGEGIK, Alaska	<b>Accident Number:</b>	ANC01LA071
<b>Date &amp; Time:</b>	June 16, 2001, 19:25 Local	<b>Registration:</b>	N8096V
<b>Aircraft:</b>	Piper PA-32R	<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 private certificated pilot was landing on a gravel surface runway that was 3,000 feet long and 75 feet wide. The pilot said the sun was in his eyes, and he landed about 75 feet beyond the runway threshold. Upon touchdown, the main landing gear dug into soft sand, and the airplane received damage to the left main landing gear, the left aileron and flap, and the left wing. The pilot said that a postaccident examination of the runway surface revealed the first 100 feet of the runway consisted of soft, uncompacted dry sand.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of unsuitable terrain for landing. Factors in the accident were a soft area of runway, and sun glare.

## Findings

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

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

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



## Factual Information

On June 16, 2001, about 1925 Alaska daylight time, a Piper PA-32R airplane, N8096V, sustained substantial damage during a landing at the Egegik Airport, Egegik, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight when the accident occurred. The airplane was operated by the pilot. The private certificated pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed. The flight originated at the King Salmon Airport, King Salmon, Alaska, about 1900.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on June 17, 2001, the pilot reported that he was landing on runway 29. He said the sun was in his eyes, and he landed about 75 feet beyond the runway threshold. Upon touchdown, the main landing gear dug into soft sand, and the airplane received damage to the left main landing gear, the left aileron and flap, and the left wing. The pilot said the airplane did not have any mechanical problems before landing.

Runway 29 at the Egegik Airport is 3,000 feet long, by 75 feet wide, and has a gravel surface. The pilot said that a postaccident examination of the runway surface revealed the first 100 feet of the runway consisted of soft, uncompacted dry sand.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	40, 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 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	January 20, 2000
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	December 8, 2000
<b>Flight Time:</b>	307 hours (Total, all aircraft), 145 hours (Total, this make and model), 178 hours (Pilot In Command, all aircraft), 64 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N8096V
<b>Model/Series:</b>	PA-32R	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	32R-8013007
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	October 3, 2000 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	129 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2375 Hrs at time of accident	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-540-K1G5D
<b>Registered Owner:</b>	FRONTIER PAVING CORP.	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	PHILIP L. PLATT	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAII,84 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	19:31 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 10000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	271°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.22 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	KING SALMON, AK (PAKN)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	EGEGIK, AK (PAII)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	EGEGIK PAIL	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	84 ft msl	<b>Runway Surface Condition:</b>	Dry;Soft
<b>Runway Used:</b>	29	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 75 ft	<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>	58.188331,-157.381103

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Erickson, Scott
<b>Additional Participating Persons:</b>	KIM McCARTNEY; FAA-AL-ANC FSDO 03; ANCHORAGE, AK
<b>Original Publish Date:</b>	February 20, 2002
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=53201">https://data.ntsb.gov/Docket?ProjectID=53201</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).