



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | PILOT POINT, Alaska | Accident Number: | ANC90LA029 |
| Date & Time: | December 22, 1989, 12:30 Local | Registration: | N8569D |
| Aircraft: | PIPER PA-18 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE NON-CERTIFICATED PILOT REPORTED HE ATTEMPTED TO TAKE OFF WITH LIGHT RIME ICE ON THE AIRPLANE'S RIGHT WING. HE INDICATED THAT WHILE TAKING OFF WITH A LIGHT CROSSWIND COMPONENT, THE AIRCRAFT HAD INSUFFICIENT AIRSPEED TO COMPENSATE FOR LOSS OF LIFT ON THE RIGHT WING. SHORTLY AFTER LIFT-OFF, THE RIGHT WING STALLED & HIT THE RUNWAY. FAA RECORDS SHOWED THAT THE PILOT'S STUDENT PILOT CERTIFICATE HAD EXPIRED IN 1981.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE NON-CERTIFICATED PILOT TO REMOVE ICE/FROST FROM THE WING(S) PRIOR TO FLIGHT. HIS LACK OF TRAINING AND QUALIFICATION WERE PROBABLE CONTRIBUTING FACTORS.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
2. (F) INADEQUATE TRAINING - PILOT IN COMMAND
3. (F) QUALIFICATION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

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|----------------------------------|--------------|--|----------|
| Certificate: | None | Age: | 29, Male |
| Airplane Rating(s): | None | 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: | Unknown None | Last FAA Medical Exam: | |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|------------------|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N8569D |
| Model/Series: | PA-18 PA-18 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | | Serial Number: | 18-6223 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 1750 lbs |
| Time Since Last Inspection: | 0 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | LYCOMING |
| ELT: | | Engine Model/Series: | O-320-A |
| Registered Owner: | UNKNOWN | Rated Power: | 150 Horsepower |
| Operator: | CARLSON, JENS P. | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | NONE |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|--------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Unknown | Visibility | 30 miles |
| Lowest Ceiling: | Unknown | Visibility (RVR): | |
| Wind Speed/Gusts: | 10 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 45° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | -2°C / -18°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 12:30 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|-----------------|----------------------------------|--------|
| Airport: | PILOT POINT PIP | Runway Surface Type: | Gravel |
| Airport Elevation: | 75 ft msl | Runway Surface Condition: | Snow |
| Runway Used: | 7 | IFR Approach: | None |
| Runway Length/Width: | 3500 ft / 90 ft | VFR Approach/Landing: | None |

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: | 57.499767,-157.279647(est) |

Administrative Information

Investigator In Charge (IIC): La belle, James

Additional Participating Persons:

Original Publish Date: September 5, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=5335>

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](#).