



Aviation Investigation Final Report

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

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

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

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

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>

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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](#).