



# Aviation Investigation Final Report

<b>Location:</b>	PORT MOLLER, Alaska	<b>Accident Number:</b>	ANC90LA118
<b>Date &amp; Time:</b>	July 14, 1990, 18:30 Local	<b>Registration:</b>	N1765A
<b>Aircraft:</b>	PIPER PA-22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE STUDENT PILOT LOST CONTROL AND THE AIRPLANE NOSED OVER WHILE LANDING ON A SOFT RUNWAY. STRONG, GUSTY WIND CONDITIONS EXISTED AT THE TIME. THE PILOT REPORTED HAVING A TOTAL OF 91 HOURS, WITH ONLY ONE HOUR WITH A CFI. HIS FAA MEDICAL CERTIFICATE HAD EXPIRED, AND HE HAD NOT BEEN APPROVED TO SOLO. THE AIRPLANE, OWNED BY THE PILOT, WAS OVERDUE FOR AN ANNUAL INSPECTION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT FAILED TO MAINTAIN DIRECTIONAL CONTROL DURING LANDING. CONTRIBUTING TO THE ACCIDENT WERE THE UNFAVORABLE WINDS, THE SOFT RUNWAY SURFACE, AND THE PILOT'S LACK OF TRAINING AND TOTAL EXPERIENCE.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) INADEQUATE TRAINING - PILOT IN COMMAND
4. (F) TERRAIN CONDITION - SOFT
5. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	50, Male
<b>Airplane Rating(s):</b>	None	<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 Expired	<b>Last FAA Medical Exam:</b>	June 23, 1988
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	91 hours (Total, all aircraft), 91 hours (Total, this make and model), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N1765A
<b>Model/Series:</b>	PA-22 PA-22	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-499
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	September 22, 1988 Annual	<b>Certified Max Gross Wt.:</b>	1950 lbs
<b>Time Since Last Inspection:</b>	91 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2085 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-290-D
<b>Registered Owner:</b>	JAMES H. HUFF	<b>Rated Power:</b>	125 Horsepower
<b>Operator:</b>	ROBERT J. BECK	<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>	Unknown	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	Broken / 10000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	20 knots / 25 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	16°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	NAKNEK , AK (5NK )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	PORT MOLLER AFS L2G	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	27 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	1	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3500 ft / 130 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>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	55.920825,-159.489822(est)

## Administrative Information

**Investigator In Charge (IIC):** Daw, Roy

**Additional Participating Persons:**

**Original Publish Date:** September 28, 1992

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=5404>

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