



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | ANCHORAGE, Alaska                    | <b>Accident Number:</b> | ANC91DAG01  |
| <b>Date &amp; Time:</b>        | March 1, 1991, 12:26 Local           | <b>Registration:</b>    | N2636A      |
| <b>Aircraft:</b>               | PIPER PA-20                          | <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 STATED THAT DURING TOUCHDOWN HE LOST CONTROL OF THE AIRPLANE. THE AIRPLANE THEN EXITED THE RIGHT SIDE OF THE RUNWAY INTO A SNOW BANK.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT'S FAILURE TO MAINTAIN AIRCRAFT CONTROL.

### Findings

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

#### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

#### Findings

2. TERRAIN CONDITION - SNOWBANK



## Factual Information

### Pilot Information

|                                  |   |  |                  |
|----------------------------------|---|--|------------------|
| <b>Certificate:</b>              | Student   | <b>Age:</b>                              | 37, 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 Valid Medical--no waivers/lim.  | <b>Last FAA Medical Exam:</b>            | October 24, 1990 |
| <b>Occupational Pilot:</b>       | UNK   | <b>Last Flight Review or Equivalent:</b> |                  |
| <b>Flight Time:</b>              | 81 hours (Total, all aircraft), 80 hours (Total, this make and model), 30 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) |  |                  |

### Aircraft and Owner/Operator Information

|                                      |                          |                                       |                 |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | PIPER                    | <b>Registration:</b>                  | N2636A          |
| <b>Model/Series:</b>                 | PA-20 PA-20              | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                   | <b>Serial Number:</b>                 | 20-948          |
| <b>Landing Gear Type:</b>            | Tailwheel                | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | June 14, 1990 Annual     | <b>Certified Max Gross Wt.:</b>       | 1800 lbs        |
| <b>Time Since Last Inspection:</b>   | 103 Hrs                  | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 3907 Hrs                 | <b>Engine Manufacturer:</b>           | LYCOMING        |
| <b>ELT:</b>                          | Installed, not activated | <b>Engine Model/Series:</b>           | O-320           |
| <b>Registered Owner:</b>             | HICKOK, BRUCE D.         | <b>Rated Power:</b>                   | 150 Horsepower  |
| <b>Operator:</b>                     | HICKOK, BRUCE D.         | <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>          | Clear                            | <b>Visibility</b>                           | 90 miles |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |          |
| <b>Wind Speed/Gusts:</b>                | /                                | <b>Turbulence Type Forecast/Actual:</b>     | /        |
| <b>Wind Direction:</b>                  | 0°                               | <b>Turbulence Severity Forecast/Actual:</b> | /        |
| <b>Altimeter Setting:</b>               |                                  | <b>Temperature/Dew Point:</b>               | 0°C      |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |          |
| <b>Departure Point:</b>                 |                                  | <b>Type of Flight Plan Filed:</b>           | None     |
| <b>Destination:</b>                     |                                  | <b>Type of Clearance:</b>                   | VFR      |
| <b>Departure Time:</b>                  | 10:30 Local                      | <b>Type of Airspace:</b>                    | Class D  |

## Airport Information

|                             |                     |                                  |                           |
|-----------------------------|---------------------|----------------------------------|---------------------------|
| <b>Airport:</b>             | LAKE HOOD STRIP Z41 | <b>Runway Surface Type:</b>      | Gravel                    |
| <b>Airport Elevation:</b>   | 73 ft msl           | <b>Runway Surface Condition:</b> | Wet                       |
| <b>Runway Used:</b>         | 31                  | <b>IFR Approach:</b>             | None                      |
| <b>Runway Length/Width:</b> | 2200 ft / 80 ft     | <b>VFR Approach/Landing:</b>     | Full stop;Traffic pattern |

## 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> | 61.160396,-149.989242(est) |

## Administrative Information

**Investigator In Charge (IIC):** Gilson, Harry

**Additional Participating Persons:**

**Original Publish Date:** March 24, 1993

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=5471>

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