



# Aviation Investigation Final Report

<b>Location:</b>	Wasilla, Alaska	<b>Accident Number:</b>	ANC02LA059
<b>Date &amp; Time:</b>	June 22, 2002, 03:30 Local	<b>Registration:</b>	N57391
<b>Aircraft:</b>	Bellanca 7GCBC	<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 uncertificated pilot told a law enforcement officer during a telephone conversation that he was flying the accident airplane on a cross-country trip when he noted the fuel level was low. He elected to make a precautionary landing to refuel from a 5-gallon can of gasoline he had aboard. About 0330, in dusk conditions, he saw what he believed was an airstrip, and made an approach to land. During the approach, the airplane collided with a power line that was about 18 feet above the ground. The owner of the private airstrip told the NTSB investigator that the runway was still under construction, and that trees had recently been cut down on the approach end of the runway. He said when the trees were cut down, a power line was exposed that had been shrouded by the trees. A search of FAA records indicated that the pilot did not have a pilot's license or medical certificate.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The unqualified pilot's selection of an unsuitable landing site which resulted in an in-flight collision with a power line. Factors associated with the accident are the unqualified pilot's failure to see and avoid a power line, an unmarked power line, and dusk light conditions.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) OBJECT - WIRE, TRANSMISSION
2. (F) VISUAL LOOKOUT - INADEQUATE - UNQUALIFIED PERSON
3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - UNQUALIFIED PERSON
4. (F) LIGHT CONDITION - DUSK

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - GROUND

## Factual Information

On June 22, 2002, about 0330 Alaska daylight time, a wheel-equipped Bellanca 7GCBC airplane, N57391, sustained substantial damage when it collided with power lines while on final approach to a private airstrip, located about 9 miles northwest of Wasilla, Alaska. The solo, uncertificated pilot, reported no injuries. The 14 CFR Part 91 personal flight departed Fairbanks, Alaska, at an unknown time, and was en route to Anchorage, Alaska. Dusk visual meteorological conditions prevailed in the vicinity of the accident site. No flight plan was filed.

The NTSB investigator-in-charge (IIC) spoke with an Alaska State Trooper sergeant on June 24; the trooper sergeant related he had a telephone conversation with the pilot on June 23. According to the trooper sergeant, the pilot said he was en route to Anchorage from Fairbanks, and was concerned that his fuel supply was low. The pilot decided to land at an unfamiliar airstrip and refuel the airplane from a gas can he had aboard. During the approach to land, the airplane struck unseen power lines, and collided with terrain. The trooper sergeant said other state troopers had responded to the scene, and discovered a power line wrapped around the nose and propeller of the airplane.

The NTSB IIC contacted the owner of the private airstrip on June 25. The owner said the airstrip was in the process of being constructed and lengthened, and that he had cut down numerous trees that were in the approach path to the runway. He said that after he had cut the trees down, there was an exposed power line about 18 feet above the ground. The power line had previously been shrouded by trees, and was unmarked. The airstrip owner said it was this power line that the airplane struck.

A search of FAA records indicated that the pilot did not have a pilot's license or medical certificate.

Attempts to contact the pilot by the NTSB IIC have been unsuccessful. He did not return an NTSB Pilot/Operator Aircraft Accident Report form.

## Pilot Information

<b>Certificate:</b>	None	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bellanca	<b>Registration:</b>	N57391
<b>Model/Series:</b>	7GCBC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	486-73
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Unknown
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	unknown
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	sale reported/unknown	<b>Rated Power:</b>	
<b>Operator:</b>	Michael A. Roberts	<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>	Dusk
<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>	30 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>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	19°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Fairbanks, AK	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Anchorage, AK (MRI )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ciznek north	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	450 ft msl	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Precautionary landing

## 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>	61.630554,-149.683609

## Administrative Information

<b>Investigator In Charge (IIC):</b>	La Belle, James
<b>Additional Participating Persons:</b>	Michael J Yorke; FAA; Anchorage, AK
<b>Original Publish Date:</b>	January 16, 2003
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=55191">https://data.nts.gov/Docket?ProjectID=55191</a>

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