



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | KENAI, Alaska | Accident Number: | ANC91LA068 |
| Date & Time: | June 9, 1991, 16:30 Local | Registration: | N81074 |
| Aircraft: | CESSNA 140 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

ACCORDING TO THE STUDENT PILOT, HE WAS PERFORMING HIS SOLO CROSS COUNTRY FLIGHT FROM ANCHORAGE, LAKE HOOD STRIP TO KENAI AND RETURN. HE STATED THAT UPON LANDING AT KENAI, WITH THE INTENTIONS OF PERFORMING A TOUCH AND GO LANDING A GUST OF WIND CAUSED RIGHT WING TO GO UP AND THE LEFT CONTACTED THE SURFACE OF THE RUNWAY AND THE AIRPLANE NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL. A FACTOR WAS THE GUSTY WIND CONDITIONS.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - GUSTS

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

Factual Information

Pilot Information

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|----------------------------------|---|--|-----------------|
| Certificate: | Student | Age: | Male |
| Airplane Rating(s): | None | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | October 8, 1990 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 76 hours (Total, all aircraft), 25 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N81074 |
| Model/Series: | 140 140 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 10368 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | January 2, 2000 Unknown | Certified Max Gross Wt.: | 1500 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | C-90-12F |
| Registered Owner: | STANLEY JOE KINDBLADE | Rated Power: | 90 Horsepower |
| Operator: | STANLEY JOE KINDBLADE | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | ENA ,92 ft msl | Distance from Accident Site: | 1 Nautical Miles |
| Observation Time: | 23:46 Local | Direction from Accident Site: | 90° |
| Lowest Cloud Condition: | Scattered / 15000 ft AGL | Visibility | 70 miles |
| Lowest Ceiling: | Unknown | Visibility (RVR): | |
| Wind Speed/Gusts: | 8 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 280° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 12°C / 1°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | ANCHORAGE , AK (LHD) | Type of Flight Plan Filed: | VFR |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 15:45 Local | Type of Airspace: | Class D;Class E |

Airport Information

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|-----------------------------|------------------|----------------------------------|--------------|
| Airport: | KENAI ENA | Runway Surface Type: | Asphalt |
| Airport Elevation: | 92 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 19 | IFR Approach: | None |
| Runway Length/Width: | 7600 ft / 150 ft | VFR Approach/Landing: | Touch and go |

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: | 60.660034,-150.899475(est) |

Administrative Information

Investigator In Charge (IIC): Kobelnyk, George

Additional Participating Persons: NONE;

Original Publish Date: March 24, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=5552>

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](#).