



# Aviation Investigation Final Report

<b>Location:</b>	FAIRBANKS, Alaska	<b>Accident Number:</b>	ANC92LA183
<b>Date &amp; Time:</b>	September 21, 1992, 16:30 Local	<b>Registration:</b>	N1654G
<b>Aircraft:</b>	CHAMPION 7GCBC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT HAD ARRIVED AT THE REMOTE STRIP 11 DAYS EARLIER HAVING 40 HOURS TOTAL EXPERIENCE IN MAKE AND MODEL AND 6 HOURS IN PAST 90 DAYS. THE SNOW WITH A DEPTH OF 2 FEET HAD BEEN PLOWED 10 FEET WIDE ON HALF THE RUNWAY AT THE DEPARTURE END. DURING THE SKI TAKEOFF THE AIRPLANE BECAME PREMATURELY AIRBORNE ON THE PLOWED BERM AND NOSED OVER WHEN ITS RIGHT SKI DUG INTO THE SNOW PILE SHOULDER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S PREFLIGHT PLANNING/PREPARATION IN ACCESSING THE AVAILABLE RUNWAY LENGTH AND SNOW CONDITIONS. FACTORS RELATING TO THE ACCIDENT WERE THE SNOW BANK AND THE PILOT IN COMMAND'S LACK OF FAMILIARITY WITH SKIPLANE OPERATIONS.

## Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (F) TERRAIN CONDITION - SNOWBANK
2. (C) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND  
-----

Occurrence #2: NOSE OVER  
Phase of Operation: TAKEOFF - ROLL/RUN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<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>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 8, 1992
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1180 hours (Total, all aircraft), 40 hours (Total, this make and model), 1060 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CHAMPION	<b>Registration:</b>	N1654G
<b>Model/Series:</b>	7GCBC 7GCBC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Aerobatic; Normal	<b>Serial Number:</b>	123
<b>Landing Gear Type:</b>	Ski/wheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	September 8, 1992 Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	27 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2123 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-320 A2B
<b>Registered Owner:</b>	THEODORE A. WICKEN	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	THEODORE A. WICKEN	<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>	10 miles
<b>Lowest Ceiling:</b>	Broken / 3000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	330°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-1°C
<b>Precipitation and Obscuration:</b>	N/A - Blowing - Snow		
<b>Departure Point:</b>	BLAIR LAKE , AK	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	FAIRBANKS , AK (FAI)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	BLAIR LAKES LANDING STRIP	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	435 ft msl	<b>Runway Surface Condition:</b>	Rough;Snow
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1300 ft / 10 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	64.810684,-147.719284(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Herlihy, Douglas
<b>Additional Participating Persons:</b>	BRIAN STAURSETH; FAIRBANKS , AK
<b>Original Publish Date:</b>	May 26, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=5822">https://data.ntsb.gov/Docket?ProjectID=5822</a>

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](#).