



Aviation Investigation Final Report

Location:	Deadhorse, Alaska	Accident Number:	ANC06LA107
Date & Time:	August 5, 2006, 16:30 Local	Registration:	N3546P
Aircraft:	Piper PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The solo commercial pilot was landing at a remote off-airport site under Title 14, CFR Part 91. Prior to the accident flight, the pilot hiked about 1 mile to the accident airplane to disassemble a previous camp site, load the camp items into the airplane, then reposition the airplane closer to where he had shot a caribou earlier that day. A witness stated that the pilot made a series of low passes over his intended landing site. During the accident approach, while the airplane was about 100 feet agl, the airplane nosed down and collided with the ground in a near vertical attitude. The airplane sustained substantial damage to the wings, fuselage, and empennage. The pilot noted in his written statement to the NTSB that the last thing he can recall was while he was on final approach to the site, but he has no recollection of the accident. He also noted that there were no preaccident mechanical problems with the airplane.

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 adequate airspeed while on approach to land, which resulted in an uncontrolled descent and collision with terrain. A factor contributing to the accident was an inadvertent stall.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH

Findings

1. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. (F) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

On August 5, 2006, about 1630 Alaska daylight time, a tundra tire-equipped Piper PA-22-150 airplane, N3546P, sustained substantial damage when it collided with the ground following a loss of control while landing at an off airport site, about 70 miles south of Deadhorse, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight under Title 14, CFR Part 91, when the accident occurred. The solo commercial certificated pilot received serious injuries. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated about 1620 from a remote campsite located about 1 mile from the accident location.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on August 8, North Slope Borough Public Safety dispatch personnel reported that they received the initial report of the accident about 1640, via the Alaska State Troopers central dispatch center located in Soldotna, Alaska. The call originated from a witness that dialed 911 on her satellite telephone immediately after the accident. A helicopter from the North Slope Borough Search and Rescue was dispatched from Barrow, Alaska, located northwest of the accident site.

According to the two North Slope Borough Search and Rescue helicopter pilots that talked with the witness at the accident site, the pilot and the witness had shot a caribou, about 1 mile from where their airplane was parked. The witness said that while she stayed at the site to butcher the caribou, the pilot hiked to the airplane to reposition it closer to the caribou. She said that prior to the accident, the pilot made a series of low passes over his intended landing site. During the accident approach, while the airplane was about 100 feet agl, the airplane nosed down and the airplane descended nose first. The airplane collided with the ground in a near vertical, nose down attitude. The airplane sustained substantial damage to the wings, fuselage, and empennage.

According to the NTSB Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) submitted by the pilot, he reported that he remembers hiking to the airplane, disassembling the camp site, and loading the airplane. He stated that the last thing he can recall was while he was on final approach to the site, but he has no recollection of the accident. The pilot noted in the report that there were no preaccident mechanical anomalies noted with the airplane.

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	July 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 1, 2006
Flight Time:	1078 hours (Total, all aircraft), 220 hours (Total, this make and model), 100 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3546P
Model/Series:	PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-3302
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-320-B
Registered Owner:	Howard A. Tieden	Rated Power:	160 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Deadhorse , AK	Type of Flight Plan Filed:	None
Destination:	Deadhorse , AK	Type of Clearance:	None
Departure Time:	16:20 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	68.982498,-149.731384

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	Steve D Lindsey ; Federal Aviation Administration ; Fairbanks, AK
Original Publish Date:	April 25, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=64300

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](#).