



# Aviation Investigation Final Report

<b>Location:</b>	Palmer, Alaska	<b>Accident Number:</b>	ANC08TA006
<b>Date &amp; Time:</b>	October 4, 2007, 14:50 Local	<b>Registration:</b>	N739
<b>Aircraft:</b>	Aviat A1B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Public aircraft		

## Analysis

The flight instructor/mentor pilot for a federal agency was demonstrating off-airport landing techniques to a commercial federal pilot at a remote off-airport site during a public use training flight. The flight instructor was flying the airplane, and was attempting to do a touch and go landing on a gravel bar when the left wing struck a clump of vegetation. The flight instructor completed the touch and go, and returned the airplane to its base, where it was found that a wing rib would have to be replaced. The operator 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 flight instructor's failure to maintain clearance from high vegetation during the off-airport landing.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. TERRAIN CONDITION - HIGH VEGETATION
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND(CFI)



## Factual Information

On October 4, 2007, about 1450 Alaska daylight time, a wheel-equipped Aviat A1B (Husky) airplane, N739, operated by the U.S. Department of the Interior as a public use training flight under Title 14, CFR Part 91, sustained substantial damage during an off-airport landing, about 17 miles southeast of Palmer, Alaska. The airline transport pilot/flight instructor and the commercial pilot/student were not injured. The local flight departed the Lake Hood airstrip, Anchorage, Alaska, about 1400. Visual meteorological conditions prevailed at the time of the accident, and a company VFR flight plan was in effect.

According to interviews with air safety investigators for the operator, and the pilot's and operator's written statements, the purpose of the flight was for the pilot to evaluate and provide instruction to the commercial pilot on off-airport landings. During the accident landing, the flight instructor pilot, who was seated in the rear tandem seat, was demonstrating a touch and go landing to the commercial pilot when the left wing struck a clump of small trees/tall vegetation, and yawed to the left. The flight instructor was able to continue the touch and go, and successfully flew the airplane to Anchorage, where it was determined that the left wing required a rib to be replaced.

The operator's aviation mechanics and air safety investigators, noted that there were no preaccident mechanical problems with the airplane.

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	September 1, 2006
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	March 1, 2007
<b>Flight Time:</b>	10000 hours (Total, all aircraft), 500 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Aviat	<b>Registration:</b>	N739
<b>Model/Series:</b>	A1B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	2226
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 1, 2007 Annual	<b>Certified Max Gross Wt.:</b>	1800 lbs
<b>Time Since Last Inspection:</b>	91 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360A1P
<b>Registered Owner:</b>	U.S. Department of the Interior	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>		<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>	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>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.65 inches Hg	<b>Temperature/Dew Point:</b>	-2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Anchorage, AK (Z41 )	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:00 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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>	2 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	LaBelle, James
<b>Additional Participating Persons:</b>	John Mills; US Department of Interior; Boise, ID
<b>Original Publish Date:</b>	April 30, 2008
<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=66960">https://data.ntsb.gov/Docket?ProjectID=66960</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](#).