



Aviation Investigation Final Report

Location:	Ugashik, Alaska	Accident Number:	ANC08LA047
Date & Time:	April 1, 2008, 09:00 Local	Registration:	N5840Z
Aircraft:	Piper PA-22	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was landing a tailwheel and tundra tire-equipped airplane on an ice-covered lake. During the landing roll, the main landing gear tires encountered an area of water, which rapidly slowed the airplane, resulting in a loss of control and a nose over. The airplane received structural damage to the wings, wing lift struts, and the vertical stabilizer.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of unsuitable terrain for landing, which resulted in a nose over. A factor contributing to the accident was water on the surface of the ice-covered lake.

Findings

Environmental issues	Wet/muddy terrain - Contributed to outcome
Personnel issues	Decision making/judgment - Pilot
Environmental issues	(general) - Decision related to condition

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Nose over/nose down

On April 1, 2008, about 0900 Alaska daylight time, a tailwheel and tundra tire-equipped Piper PA-22 airplane, N5840Z, sustained substantial damage when it nosed over during the landing roll at a remote, ice-covered lake, about 15 miles northeast of Ugashik, Alaska. The airplane was operated by the pilot as a visual flight rules (VFR) local area personal flight under Title 14, CFR Part 91, when the accident occurred. The airline transport certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated at the Ugashik Airport, about 0830.

A Federal Aviation Administration (FAA) inspector, Anchorage Flight Standards District Office (FSDO), Anchorage, Alaska, reported that he received a telephone call from the pilot. The pilot told the inspector that during the landing roll on the lake, the main landing gear tires encountered an area of water, and the airplane nosed over. The airplane received structural damage to the wings, wing lift struts, and the vertical stabilizer.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	48, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 12, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	6000 hours (Total, all aircraft), 1200 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5840Z
Model/Series:	PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-9694
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 13, 2007 Annual	Certified Max Gross Wt.:	1658 lbs
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3954 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235C2
Registered Owner:	Ronald B.Briggs	Rated Power:	108 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:	4000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	1°C
Precipitation and Obscuration:			
Departure Point:	Ugashik, AK (9A8)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	57.566665,-157.024993

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	Craig Johnson; FAA-AL-ANC FSDO 03; Anchorage, AK
Original Publish Date:	December 8, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=67752

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