



Aviation Investigation Final Report

Location:	SOLDOTNA, Alaska	Accident Number:	ANC82DA077
Date & Time:	August 28, 1982, 12:30 Local	Registration:	N9804E
Aircraft:	AERONCA 11AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT PILOT WAS PRACTICING TAKEOFFS AND LANDINGS. HE STATED THAT DURING A LANDING, THE AIRCRAFT GROUND LOOPED TO THE LEFT, WENT OFF THE RUNWAY AND WENT INTO SOFT DIRT. WHEN THE SOFT DIRT WAS ENCOUNTERED, THE LANDING GEAR AND PROPELLER WERE DAMAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - SOFT
5. LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Student	Age:	44, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		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:	July 13, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	15 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERONCA	Registration:	N9804E
Model/Series:	11AC 11AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	1455
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	C-85-8F
Registered Owner:	STEPHEN W. GOODWIN	Rated Power:	85 Horsepower
Operator:	RAYMOND ALEXANDER	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ENA	Distance from Accident Site:	10 Nautical Miles
Observation Time:	11:45 Local	Direction from Accident Site:	306°
Lowest Cloud Condition:	Unknown	Visibility	30 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	54°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SOLDOTNA , AK (SXQ)	Type of Flight Plan Filed:	None
Destination:	SOLDOTNA , AK (SXQ)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	

Airport Information

Airport:	SOLDOTNA AIRPORT SXQ	Runway Surface Type:	Macadam
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	
Runway Length/Width:	4973 ft / 130 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

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:	60.319171,-150.790054(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: August 28, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72640>

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](#).