



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	COOPER LANDING, AK	<b>Accident Number:</b>	ANC96LA028
<b>Date &amp; Time:</b>	03/02/1996, 1300 AST	<b>Registration:</b>	N6058D
<b>Aircraft:</b>	PIPER PA-22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

The pilot landed on a remote, ice covered lake in a tundra tire equipped airplane. The lake was covered by hard packed snow. During the landing roll out, a tire broke through a soft spot on the snow surface. The airplane nosed over and received damage to the wing lift struts and rudder.

## 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. Soft snow conditions were a factor in the accident.

## Findings

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Occurrence #1: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) TERRAIN CONDITION - SNOW COVERED
2. (F) TERRAIN CONDITION - SOFT
3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

## Factual Information

On March 2, 1996, about 1300 Alaska standard time, a tundra tire equipped Piper PA-22, N6058D, crashed during landing about 19 miles south of Cooper Landing, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight when the accident occurred. The airplane, registered to and operated by the pilot, sustained substantial damage. The certificated airline transport pilot and the sole passenger were not injured. Visual meteorological conditions prevailed. The flight originated at Merrill Field, Anchorage, Alaska, about 1130.

The pilot reported that he was landing on Iceberg Lake that was covered by hard packed snow. After landing to the east, the airplane was rolling out and encountered a soft spot on the snow surface. The airplane nosed over and received damage to the wing lift struts and rudder. The pilot and passenger were rescued from the scene on March 3, 1996, about 0200.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	06/22/1995
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1676 hours (Total, all aircraft), 243 hours (Total, this make and model), 1607 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6058D
Model/Series:	PA-22 PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	22-4711
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	05/15/1995, Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	59 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3226 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-320
Registered Owner:	CHARLES R. RHODES	Rated Power:	150 hp
Operator:	CHARLES R. RHODES	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-1 °C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (MRI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1130 AST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

**Investigator In Charge (IIC):** SCOTT R ERICKSON **Report Date:** 05/09/1996

**Additional Participating Persons:** FRED HANDY; ANCHORAGE, AK

**Publish Date:**

**Investigation Docket:** NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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