



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	ANCHORAGE, AK	<b>Accident Number:</b>	ANC93LA051
<b>Date &amp; Time:</b>	04/03/1993, 1400 AST	<b>Registration:</b>	N4190V
<b>Aircraft:</b>	CESSNA 170	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On April 3, 1993, at 1400 Alaska standard time, a ski equipped Cessna 170 airplane, N4190V, crashed during takeoff from the Sky Harbor Private Airport, aka O'Malley Airstrip, Anchorage, Alaska. The private pilot and one passenger were not injured, and the airplane was substantially damaged. The personal flight, operating under 14 CFR Part 91, was destined for Kotzebue, Alaska. Visual meteorological conditions existed, and a VFR flight plan was filed.

Immediately after the accident, during a telephone interview, the pilot said the following in part: "I was taking off downhill to the south. The runway condition was very slushy with about a foot of heavy wet snow on the surface. The main gear had skis, but the tail gear had a wheel. The tail wheel dragging in the snow kept me from getting airborne until I was about 3/4 way down the runway. I got the tail up once, then I tried to rotate too soon and put the tail wheel back into the snow, and that slowed me down more. I should have aborted then, but thought I could still get off okay. I got airborne and was flying in ground effect, but never did get the desired takeoff airspeed. When I reached the end of the runway there was a kind of a drop off. I lost ground effect, and the airplane dropped and would not gain altitude. The airplane then collided with some trees and hit a snowbank. I was close, but not over, the maximum gross weight of the airplane." The pilot and several persons who went to the crash site immediately after the accident described substantial damage that was done to both of the airplanes wings.

The pilot stated that he had only about 2 hours as pilot of an airplane equipped with skis. Those 2 hours had been while flying the accident airplane with a more experienced pilot/friend on the day prior to the accident. That was also the only time he had flown an airplane with a tailwheel. The pilot had just recently purchased the airplane. At the time of the accident he was starting his flight back home after completion of the airplanes annual inspection on the previous day.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	24, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/10/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	57 hours (Total, all aircraft), 2 hours (Total, this make and model), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N4190V
<b>Model/Series:</b>	170 170	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18523
<b>Landing Gear Type:</b>	Ski	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	04/02/1993, Annual	<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>	1 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3228 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-300A
<b>Registered Owner:</b>	NORDGREN, CRAIG D.	<b>Rated Power:</b>	145 hp
<b>Operator:</b>	NORDGREN, CRAIG D.	<b>Operating Certificate(s) Held:</b>	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	60 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	KOTZEBUE, AK (OTZ)	Type of Clearance:	None
Departure Time:	1400 AST	Type of Airspace:	Class G

## Airport Information

Airport:	SKY HARBOR	Runway Surface Type:	Snow
Airport Elevation:	340 ft	Runway Surface Condition:	Slush covered; Snow--wet
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	1800 ft / 60 ft	VFR Approach/Landing:	None

## 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):	ROY C DAW
Additional Participating Persons:	LAWRENCE L LYBARGER; ANCHORAGE, AK
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .