



National Transportation Safety Board Aviation Accident Data Summary

Location:	SANONA CREEK, AK	Accident Number:	ANC93FA167
Date & Time:	09/02/1993, 1000 AKD	Registration:	N4713A
Aircraft:	PIPER PA-18A-150	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

THE AIRPLANE WAS OBSERVED TO FLY OVER THE AIRSTRIP FROM THE SOUTHWEST AT 200-300 FT AGL, THEN BEGIN A TURN TO THE LEFT AS A BASE TURN TO THE WEST THRESHOLD OF THE AIRSTRIP. THE TURN CONTINUED INTO A STEEP SPIRAL TURN, AND THE AIRPLANE IMPACTED THE GROUND IN A NEAR-VERTICAL ANGLE. THE WIND WAS FROM THE WEST AT ABOUT 30 MPH. THE AIRPLANE WAS EQUIPPED WITH 32X15 BALLOON TUNDRA TIRES. THERE IS NO DATA RELATING TO AN EVALUATION OF THE AIRPLANE'S FLIGHT PERFORMANCE AND HANDLING ENVELOPE WITH THESE TIRES INSTALLED. AIRPLANE HAD NO REGISTRATION, FLIGHT MANUAL, WEIGHT AND BALANCE RECORD, NOR FORM 337'S FOR THE COMPLETE REBUILD AFTER THE AIRPLANE WAS REPORTED DESTROYED IN 1989. IN ADDITION, THERE WERE INSUFFICIENT STC OR FAA FIELD APPROVAL DOCUMENTS FOR MODIFICATIONS. THE AIRPLANE WAS AT LEAST 117 LBS OVER MAX GROSS WEIGHT. SHOULDER HARNESES NOT INSTALLED.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN FLYING SPEED DURING A DOWNWIND TURN FOR LANDING. FACTORS CONTRIBUTING TO THE ACCIDENT WERE: THE OVERWEIGHT CONDITION OF THE AIRPLANE, AND FAILURE TO ASSURE THAT THE AIRPLANE COMPLIED WITH ALL APPLICABLE AIRWORTHINESS REGULATIONS.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. (F) ACFT/EQUIP,INADEQUATE COMPLIANCE DETERMINATION - OTHER MAINTENANCE PERSONNEL
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Pilot Information

Certificate:	Private	Age:	24
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	400 hours (Total, all aircraft), 375 hours (Total, this make and model), 375 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4713A
Model/Series:	PA-18A-150 PA-18A-150	Engines:	1 Reciprocating
Operator:	GARFIELD, WADE E.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320
Flight Conducted Under:	Part 91: General Aviation -		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	15 knots / 30 knots, 260°
Temperature:	10°C	Visibility	40 Miles
Precipitation and Obscuration:			
Departure Point:	GLACIER LODGE, AK	Destination:	EUREKA, AK

Airport Information

Airport:	SANONA CREEK AIRSTRIP	Runway Surface Type:	Grass/turf
Runway Used:	27	Runway Surface Condition:	Dry; Vegetation
Runway Length/Width:	800 ft / 30 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): DOUGLAS R HERLIHY Adopted Date: 12/02/1994

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, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.