



National Transportation Safety Board Aviation Accident Final Report

Location:	KIJIK RIVER, AK	Accident Number:	ANC93LA165
Date & Time:	09/01/1993, 1500 AKD	Registration:	N71585
Aircraft:	LUSCOMBE 8A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT SAID HE WAS 'DRAGGING THE STRIP' TO CHECK THE SUITABILITY OF THE AREA FOR A FUTURE LANDING AREA FOR HUNTING CLIENTS. DURING THE LOW PASS THE RIGHT WHEEL TOUCHED DOWN IN A HOLE. THE AIRPLANE BOUNCED, TOUCHED DOWN IN ANOTHER HOLE, THEN NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN A PROPER ALTITUDE DURING THE LOW PASS.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On September 1, 1993, at 1500 Alaska daylight time, the pilot of a wheel equipped Luscombe 8A airplane, N71585, lost control of the airplane and crashed while maneuvering in a mountain valley near the Kijik River, approximately 30 miles northeast of Port Alsworth, Alaska. The commercial pilot, the sole occupant, received serious injuries, and the airplane was substantially damaged. The personal flight, operating under 14 CFR Part 91, departed Port Alsworth at about 1415, with a destination of the Stony River Lodge. Visual meteorological conditions existed, and no flight plan was filed.

During a telephone interview on September 3, 1993, the pilot stated the following, in part: "I was trying to follow the map and fly through the mountains. I was not familiar with the area and had never flown that route before. I had flown through one little pass, then realized that I had gone the wrong way and was too far east. I saw a valley heading to the west so I decided to fly that way. I could see a saddle at the end and over into another valley. I had added power, but realized that the airplane wasn't going to climb high enough in time to get over the saddle, so I decided to turn around and get out. During the turn I didn't notice that the airspeed had got so slow. The airplane suddenly stalled and went into a spin. I might have got into a downdraft. I was pretty close to the ground, but managed to pull the nose up and get out of the spin and into a pretty level attitude. The airplane pancaked in right at the bottom of the pull up and the fuselage broke in half."

Pilot Information

Certificate:	Commercial; Private	Age:	31, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/02/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	800 hours (Total, all aircraft), 600 hours (Total, this make and model), 800 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LUSCOMBE	Registration:	N71585
Model/Series:	8A 8A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	3012
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	05/18/1993, Annual	Certified Max Gross Wt.:	1260 lbs
Time Since Last Inspection:	60 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2890 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	A-65
Registered Owner:	MOULTON, KATHERINE L.	Rated Power:	65 hp
Operator:	HICKS, SEYMORE	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:	Scattered / 3000 ft agl	Visibility	30 Miles
Lowest Ceiling:	Overcast / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	14° C
Precipitation and Obscuration:			
Departure Point:	PORT ALSWORTH, AK (Z30)	Type of Flight Plan Filed:	None
Destination:	STONY RIVER, AK	Type of Clearance:	None
Departure Time:	1415 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): ROY C DAW Report Date: 06/30/1994

Additional Participating Persons: WALTER R MAHL; 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, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).