



National Transportation Safety Board Aviation Accident Final Report

Location:	CHUGIAK, AK	Accident Number:	ANC88LA035
Date & Time:	03/03/1988, 2013 AST	Registration:	N96082
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE FLIGHT INSTRUCTOR WAS GIVING DUAL INSTRUCTION TO A STUDENT PILOT ON NIGHT LANDINGS. ON THE SIXTH TOUCH-AND-GO LANDING, THE INSTRUCTOR TURNED THE LANDING LIGHT OFF FOR A NO-LIGHT LANDING. THE STUDENT LANDED THE AIRCRAFT TO THE RIGHT OF CENTERLINE, AND BEFORE A CORRECTION COULD BE MADE TOWARDS THE CENTER OF THE RUNWAY, THE AIRPLANE STRUCK DEEP, UNPLOWED SNOW ABOUT FOUR FEET INSIDE THE RUNWAY PERIMETER LIGHTS AND NOSED-DOWN. THE INSTRUCTOR AND STUDENT WERE BOTH UNAWARE THAT THE RUNWAY HAD NOT BEEN COMPLETELY PLOWED. AN OFFICIAL FLIGHT PUBLICATION LISTS THE AIRPORT AS UNATTENDED AND UNMONITORED, AND RECOMMENDS A VISUAL INSPECTION PRIOR TO LANDING. THE INSTRUCTOR RECOMMENDED THAT NO-LIGHT LANDINGS SHOULD BE ATTEMPTED ONLY UNDER IDEAL RUNWAY/WEATHER CONDITIONS.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. (C) LANDING LIGHTS - NOT USED - PILOT IN COMMAND(CFI)
3. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - DUAL STUDENT
4. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - NOT MAINTAINED
5. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
6. (F) LIGHT CONDITION - DARK NIGHT

Occurrence #2: NOSE DOWN
Phase of Operation: LANDING - ROLL

Findings

7. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	46, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/30/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1355 hours (Total, all aircraft), 765 hours (Total, this make and model), 1257 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N96082
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15286004
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	03/02/1988, 100 Hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1900 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-N2C
Registered Owner:	JOHN W. BOZARTH	Rated Power:	108 hp
Operator:	ELMENDORF AERO CLUB	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (EDF)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	1920 AST	Type of Airspace:	Class G

Airport Information

Airport:	BIRCHWOOD (Z15)	Runway Surface Type:	Asphalt
Airport Elevation:	96 ft	Runway Surface Condition:	Snow--dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Touch and Go; Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JAMES D LA BELLE	Report Date:	03/30/1989
Additional Participating Persons:			
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/ .		

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