



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	CHUGIAK, AK	<b>Accident Number:</b>	ANC88LA035
<b>Date &amp; Time:</b>	03/03/1988, 2013 AST	<b>Registration:</b>	N96082
<b>Aircraft:</b>	CESSNA 152	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## 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

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

### Findings

7. (F) TERRAIN CONDITION - SNOWBANK

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	46
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N96082
<b>Model/Series:</b>	152 152	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ELMENDORF AERO CLUB	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-N2C
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>		<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ANCHORAGE, AK (EDF)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	BIRCHWOOD (Z15)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	19	<b>Runway Surface Condition:</b>	Snow--dry
<b>Runway Length/Width:</b>	4000 ft / 100 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): JAMES D LA BELLE Adopted Date: 03/30/1989

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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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.