



National Transportation Safety Board Aviation Accident Final Report

Location:	NIKOLAI CREEK, AK	Accident Number:	ANC88LA091
Date & Time:	06/01/1988, 2130 AKD	Registration:	N9895L
Aircraft:	GRUMMAN AA-1B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

A PILOT REPORTED THAT HE WAS ATTEMPTING TO TAXI OFF THE DIRT ROAD THAT HE HAD JUST USED AS A LANDING SITE IN A RURAL AREA OF ALASKA, WHEN THE AIRPLANE'S LEFT MAIN LANDING GEAR WHEEL BECAME MIRED IN A SOFT SPOT. THE AIRCRAFT VEERED OFF THE ROAD INTO A DITCH.

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: TAXI - FROM LANDING

Findings

1. (F) TERRAIN CONDITION - SOFT
 2. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND
 3. (C) PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
 4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. (F) TERRAIN CONDITION - DITCH
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Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: TAXI - FROM LANDING

Factual Information

Pilot Information

Certificate:	Private	Age:	30, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/28/1988
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	127 hours (Total, all aircraft), 95 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N9895L
Model/Series:	AA-1B AA-1B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	AA1B0495
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1560 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1221 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-C2C
Registered Owner:	TATHAM, CLIFFORD	Rated Power:	108 hp
Operator:	GARY R. KUHN	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:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:	PALMER, AK (PAQ)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	2030 ADT	Type of Airspace:	Class G

Airport Information

Airport:	DIRT ROAD	Runway Surface Type:	Dirt
Airport Elevation:	100 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full Stop

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):	JAMES D LA BELLE	Report Date:	04/14/1989
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](#).