



National Transportation Safety Board Aviation Accident Final Report

Location:	KWETHLUK, AK	Accident Number:	ANC90LA002
Date & Time:	10/01/1989, 0000	Registration:	N38393
Aircraft:	PIPER PA-32	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

THE PILOT REPORTED HE WAS LANDING ON A 1700' AIRSTRIP THAT HE HAD ROUTINELY USED. HE SAID HE LANDED SLIGHTLY SHORT & BELOW THE RUNWAY GRADE, STRIKING THE RIGHT MAIN LANDING GEAR ON THE LIP OF THE RUNWAY. THE RIGHT MAIN GEAR FAILED & SEPARATED FROM THE WING, DAMAGING THE WING SPAR. THE PILOT SAID HE HAD SOME DIFFICULTY WITH THE APPROACH TO LANDING DUE TO SUNGLARE. ON A SUBSEQUENT APPLICATION FOR MED CERT, DATED 3/28/90, THE PLT RPRTD 8000 HRS OF FLT TIME.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT MISJUDGED HIS ALTITUDE AND DISTANCE FROM THE RUNWAY DRG THE APPROACH, WHICH RESULTED IN A PREMATURE TOUCHDOWN AND FAILURE OF THE RIGHT MAIN LANDING GEAR, WHEN IT HIT THE RUNWAY LIP. THE SUNGLARE AND LACK OF VISUAL CUES (VISUAL PERCEPTION) WERE CONTRIBUTING FACTORS.

Findings

Occurrence #1: UNDERSHOOT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) LIGHT CONDITION - SUNGLARE
2. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
3. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - NOT ATTAINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	33, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Unknown Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N38393
Model/Series:	PA-32 PA-32	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	32-7840023
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-K1A5
Registered Owner:	UNKNOWN	Rated Power:	300 hp
Operator:	KUSKO AVIATION	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	KUSA

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 / 4000 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7° C / -18° C
Precipitation and Obscuration:			
Departure Point:	QUINHAGAK, AK (AQH)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	KWETHLUK (KWT)	Runway Surface Type:	Gravel
Airport Elevation:	28 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	1700 ft / 50 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JAMES D LA BELLE	Report Date:	07/09/1990
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](#).