



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	KWETHLUK, AK	<b>Accident Number:</b>	ANC90LA002
<b>Date &amp; Time:</b>	10/01/1989, 0000	<b>Registration:</b>	N38393
<b>Aircraft:</b>	PIPER PA-32	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

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## 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

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
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	33
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	8000 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N38393
<b>Model/Series:</b>	PA-32 PA-32	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	KUSKO AVIATION	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	IO-540-K1A5
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 270°
<b>Temperature:</b>	7°C	<b>Visibility</b>	30 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	QUINHAGAK, AK (AQH)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	KWETHLUK (KWT)	<b>Runway Surface Type:</b>	Gravel
<b>Runway Used:</b>	24	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	1700 ft / 50 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 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: 07/09/1990

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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