



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	LAKE CREEK, AK	<b>Accident Number:</b>	ANC87LA092
<b>Date &amp; Time:</b>	07/02/1987, 0700 AKD	<b>Registration:</b>	N3691K
<b>Aircraft:</b>	PIPER J-3	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE PILOT STATED HE TOUCHDOWNED ON A GRAVEL BAR AND SHORTLY AFTER TOUCHDOWN HE LOST CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO NOSE OVER ON ITS BACK.

## Probable Cause

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

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

### Findings

1. (F) TERRAIN CONDITION - LOOSE GRAVEL/SANDY
2. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - NOT IDENTIFIED - PILOT IN COMMAND

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Occurrence #2: NOSE OVER

Phase of Operation: LANDING - ROLL

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	49
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	105 hours (Total, all aircraft), 105 hours (Total, this make and model), 101 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N3691K
<b>Model/Series:</b>	J-3 J-3	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	LEO KAMMERMEYER	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-290-D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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>	Calm / ,
<b>Temperature:</b>	16 °C	<b>Visibility</b>	50 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## 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

<b>Investigator In Charge (IIC):</b>	JAMES MICHELANGELO	<b>Adopted Date:</b>	05/09/1988
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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.