



National Transportation Safety Board Aviation Accident Final Report

Location:	KWETHLUK, AK	Accident Number:	ANC87LA134
Date & Time:	09/02/1987, 1305 AKD	Registration:	N7233K
Aircraft:	PIPER PA-18	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Aerial Observation

Analysis

THE PILOT STATED THAT HE WAS FLYING A SEARCH AND RESCUE MISSION FOR A MISSING AIRCRAFT WHEN HE NOTICED THAT HIS AIRSPEED INDICATOR WAS NOT WORKING. HE LANDED ON A LAKE IN GUSTY WIND CONDITIONS TO CORRECT THE PROBLEM. DURING THE ENSUING TAKEOFF ATTEMPT, A GUST OF WIND LIFTED THE LEFT WING AND THE RIGHT WING CONTACTED THE WATER, CAUSING THE AIRPLANE TO NOSE OVER. PILOT STATED HE WOULD NOT HAVE FLOWN IN WIND CONDITIONS EXCEPT THAT THE MISSION WAS TO HELP SEARCH FOR FELLOW PILOT.

Probable Cause and Findings

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: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. (F) JUDGMENT - POOR - PILOT IN COMMAND

Occurrence #2: NOSE OVER

Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
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:	11/26/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	479 hours (Total, all aircraft), 479 hours (Total, this make and model), 418 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7233K
Model/Series:	PA-18 PA-18	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-125
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	07/15/1987, 100 Hour	Certified Max Gross Wt.:	1760 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2600 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	EVERETT F. PRINCE	Rated Power:	150 hp
Operator:	EVERETT F PRINCE	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:	Unknown / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	Overcast / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	11° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	1305 ADT	Type of Airspace:	Class G

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:	05/27/1988
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 pubinquiry@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](#).