



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	SLANA, AK	<b>Accident Number:</b>	ANC84LA161
<b>Date &amp; Time:</b>	09/01/1984, 1420 AKD	<b>Registration:</b>	N57617
<b>Aircraft:</b>	PIPER PA-18-150	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE ACFT RAN OFF OF A NARROW PUBLIC ROAD DURING LANDING. THE PLT SAID A GUST OF CROSSWIND CAUGHT HIS RIGHT WING AND TURNED THE ACFT OFF THE ROAD INTO THE BUSHES.

## 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) WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
5. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	34
<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>	630 hours (Total, all aircraft), 630 hours (Total, this make and model), 590 hours (Pilot In Command, all aircraft), 94 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N57617
<b>Model/Series:</b>	PA-18-150 PA-18-150	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JIMMY L. HARKINS	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-A2A
<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>	/ ,
<b>Temperature:</b>	6 °C	<b>Visibility</b>	60 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	TUMBLE CREEK, AK	<b>Destination:</b>	SLANA, AK

## 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>	GEORGE KOBELNYK	<b>Adopted Date:</b>	
<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> .		

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.