



National Transportation Safety Board Aviation Accident Final Report

Location:	Chefornak, AK	Accident Number:	ANC01LA053
Date & Time:	05/03/2001, 1050 AKD	Registration:	N4089W
Aircraft:	Piper PA-32-300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The commercial air taxi pilot related he was attempting to land on a gravel runway in a direct crosswind of approximately 15 knots. During the final approach to land, he said the airplane stalled, and landed hard. The airplane went off the side of the runway and received substantial damage. The pilot indicated there were no preimpact mechanical problems with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent stall/mush during the final phase of the landing approach. A factor associated with the accident is a crosswind.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - RUNWAY

Factual Information

On May 3, 2001, about 1050 Alaska daylight time, a wheel-equipped Piper PA-32-300 airplane, N4089W, operated under 14 CFR Part 135 as an on-demand cargo flight by Bellair, Inc., received substantial damage while landing at the Chefnak Airport, Chefnak, Alaska. The solo commercial-certificated pilot was not injured. The flight operated in visual meteorological conditions, and a VFR and company flight plan were in effect. The flight departed Bethel, Alaska, about 1000, en route to Chefnak.

During a telephone interview with the NTSB investigator-in-charge on May 3, the pilot of the accident airplane related that he departed Bethel with 1,000 pounds of U.S. mail for Chefnak. It was his intent to deposit the mail at Chefnak, and return to Bethel. He said the flight to Chefnak was uneventful. He elected to land on runway 34, and noted the surface wind was nearly a direct crosswind from the west, at 10-15 miles per hour. As he approached the landing threshold, he said his indicated airspeed was about 80 miles per hour, when the airplane suddenly stalled, landed hard, and bounced off the right side of the runway. The pilot said the airplane received substantial damage to the right wing and fuselage. He also said there were no preimpact mechanical problems with the airplane.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	34, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/11/2001
Occupational Pilot:		Last Flight Review or Equivalent:	05/17/2001
Flight Time:	3000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 2700 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4089W
Model/Series:	PA-32-300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	32-40145
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	04/18/2001, 100 Hour	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	60 Hours	Engines:	1 Reciprocating
Airframe Total Time:	7593 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	IO-540
Registered Owner:	Aero Lease of America, Inc.	Rated Power:	300 hp
Operator:	Bellair, Inc.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	GSBA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Overcast / 1500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 5 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	2° C
Precipitation and Obscuration:			
Departure Point:	Bethel, AK (BET)	Type of Flight Plan Filed:	VFR
Destination:	Cherfornak, AK (CFK)	Type of Clearance:	None
Departure Time:	1000 ADT	Type of Airspace:	Class G

Airport Information

Airport:	Chefornak (CFK)	Runway Surface Type:	Gravel
Airport Elevation:	40 ft	Runway Surface Condition:	Rough
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	2500 ft / 25 ft	VFR Approach/Landing:	Full Stop; 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:	60.147500, -164.290000

Administrative Information

Investigator In Charge (IIC):	James D La Belle	Report Date:	07/01/2002
Additional Participating Persons:	Paul Raker; FAA; Anchorage, AK		
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.ntsbt.gov/pubdms/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).