



National Transportation Safety Board Aviation Accident Final Report

| | | | |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | 27 E SAGWON, AK | Accident Number: | ANC83FAA03 |
| Date & Time: | 10/01/1982, 1000 AKD | Registration: | N13960 |
| Aircraft: | PIPER PA-18 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

THE PLT WAS INSPECTING A LANDING SITE FOR POSSIBLE USE. A LOW PASS WAS BEING MADE AT APPROXIMATELY 3 FT WHEN THE ACFT ENCOUNTERED A DOWNDRAFT & IMPACTED A ROCKY RIDGE AREA SHORT OF THE SITE.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - DOWNDRAFT

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

3. TERRAIN CONDITION - ROUGH/UNEVEN
4. LOW PASS - ATTEMPTED - PILOT IN COMMAND
5. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|--|------------|
| Certificate: | Flight Instructor; Commercial | Age: | 44, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane Single-engine; Instrument Airplane | Toxicology Performed: | |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 03/22/1982 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 2950 hours (Total, all aircraft), 1218 hours (Total, this make and model), 2800 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|-----------------|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N13960 |
| Model/Series: | PA-18 PA-18 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | | Serial Number: | 18-8984 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 1750 lbs |
| Time Since Last Inspection: | 83 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2500 Hours | Engine Manufacturer: | LYCOMING |
| ELT: | Installed | Engine Model/Series: | O-320 |
| Registered Owner: | DAN F. HOLLEMAN | Rated Power: | 160 hp |
| Operator: | DAN F. HOLLEMAN | Operating Certificate(s) Held: | |

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: | Clear / 0 ft agl | Visibility | 50 Miles |
| Lowest Ceiling: | Unknown / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 360° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 32° C / 0° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | 27 E SAGWON, AK | Type of Flight Plan Filed: | None |
| Destination: | CAVIK, AK | Type of Clearance: | None |
| Departure Time: | 0930 | Type of Airspace: | |

Airport Information

| | | | |
|----------------------|-------------------|---------------------------|------|
| Airport: | RIDGE ALONG RIVER | Runway Surface Type: | |
| Airport Elevation: | 0 ft | Runway Surface Condition: | |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | None |

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: | |

Administrative Information

| | | | |
|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | | Report Date: | 10/01/1983 |
| 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 pubinq@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](#).