



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Skwentna, AK	<b>Accident Number:</b>	ANC03LA048
<b>Date &amp; Time:</b>	05/03/2003, 1200 AKD	<b>Registration:</b>	N8240P
<b>Aircraft:</b>	Piper PA-18-160	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On May 3, 2003, about 1200 Alaska daylight time, a wheel-equipped Piper PA-18-160 airplane, N8240P, sustained substantial damage when it collided with the frozen surface of a river during a forced landing following a partial loss of engine power. The accident occurred about 80 miles northwest of Skwentna, Alaska. The airline transport certificated pilot and the sole passenger were not injured. The Title 14, CFR Part 91 personal flight operated in day visual meteorological conditions without a flight plan. The flight departed from an airstrip near Wasilla, Alaska, about 1030, and the destination was the area of the accident site.

The pilot contacted the NTSB investigator-in-charge (IIC) on May 7. He related that he and a passenger were on a pleasure flight, and that he had been flying about 100 feet above the ground at a reduced power setting. He said he had initiated a 90 degree downwind turn, and hit a "sinker," which pushed the airplane towards the ground. He immediately applied full power, but the engine did not seem to respond with maximum power. The pilot indicated he did not have sufficient altitude to select a more desirable forced landing spot other than the frozen river nearby. He said he leveled the wings, and the airplane hit hard on the ice, damaging the fuselage, wings, and landing gear. When asked by the IIC if he was aware of why the engine did not seem to respond with maximum power, the pilot stated that he thought the engine had accumulated carburetor ice since he had been flying at a reduced power setting without the application of carburetor heat.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	25, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/02/2003
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	04/18/2003
<b>Flight Time:</b>	2250 hours (Total, all aircraft), 250 hours (Total, this make and model), 1200 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 36 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N8240P
<b>Model/Series:</b>	PA-18-160	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	18-8045
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	02/17/2003, Annual	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>	18.5 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2666.5 Hours as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	Keith Forsgren	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	Kyle Forsgren	<b>Operating Certificate(s) Held:</b>	None

## 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:	Clear	Visibility	20 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4° C
Precipitation and Obscuration:			
Departure Point:	WASILLA, AK (0AK1)	Type of Flight Plan Filed:	None
Destination:	Skwentna, AK	Type of Clearance:	None
Departure Time:	1030 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:	62.500000, -153.333333

## Administrative Information

Investigator In Charge (IIC):	James D La Belle
Additional Participating Persons:	Maurice Hendrickson; FAA, Anchorage FSDO-3; Anchorage, AK
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 <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> .