



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Ugashik, AK	<b>Accident Number:</b>	ANC08LA047
<b>Date &amp; Time:</b>	04/01/2008, 0900 AKD	<b>Registration:</b>	N5840Z
<b>Aircraft:</b>	PIPER PA-22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot was landing a tailwheel and tundra tire-equipped airplane on an ice-covered lake. During the landing roll, the main landing gear tires encountered an area of water, which rapidly slowed the airplane, resulting in a loss of control and a nose over. The airplane received structural damage to the wings, wing lift struts, and the vertical stabilizer.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of unsuitable terrain for landing, which resulted in a nose over. A factor contributing to the accident was water on the surface of the ice-covered lake.

## Findings

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<b>Personnel issues</b>	Decision making/judgment - Pilot (Cause)
<b>Environmental issues</b>	Wet/muddy terrain - Contributed to outcome (Factor) Terrain - Decision related to condition (Cause)

## Factual Information

On April 1, 2008, about 0900 Alaska daylight time, a tailwheel and tundra tire-equipped Piper PA-22 airplane, N5840Z, sustained substantial damage when it nosed over during the landing roll at a remote, ice-covered lake, about 15 miles northeast of Ugashik, Alaska. The airplane was operated by the pilot as a visual flight rules (VFR) local area personal flight under Title 14, CFR Part 91, when the accident occurred. The airline transport certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated at the Ugashik Airport, about 0830.

A Federal Aviation Administration (FAA) inspector, Anchorage Flight Standards District Office (FSDO), Anchorage, Alaska, reported that he received a telephone call from the pilot. The pilot told the inspector that during the landing roll on the lake, the main landing gear tires encountered an area of water, and the airplane nosed over. The airplane received structural damage to the wings, wing lift struts, and the vertical stabilizer.

## History of Flight

Landing-landing roll	Loss of control on ground (Defining event) Nose over/nose down
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## Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	48, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	05/12/2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	6000 hours (Total, all aircraft), 1200 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N5840Z
Model/Series:	PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	22-9694
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	12/13/2007, Annual	Certified Max Gross Wt.:	1658 lbs
Time Since Last Inspection:	80 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3954 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235C2
Registered Owner:	Ronald B.Briggs	Rated Power:	108 hp
Operator:		Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Thin Broken / 4000 ft agl	Temperature/Dew Point:	1° C
Lowest Ceiling:	Broken / 4000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Light and Variable, Variable	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Ugashik, AK (9A8)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0830 ADT	Type of Airspace:	

## 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		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott R Erickson	<b>Adopted Date:</b>	12/08/2008
<b>Additional Participating Persons:</b>	Craig Johnson; FAA-AL-ANC FSDO 03; Anchorage, AK		
<b>Publish Date:</b>	01/03/2009		
<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> .		

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