



National Transportation Safety Board Aviation Accident Final Report

Location:	Big Lake, AK	Accident Number:	GAA18CA214
Date & Time:	04/08/2018, 1930 AKD	Registration:	N4133V
Aircraft:	CESSNA 170	Aircraft Damage:	Destroyed
Defining Event:	Loss of control in flight	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The pilot reported that, during the approach to land on a gravel airstrip, he increased engine power to "extend the approach," the airplane pitched up in a nose-high attitude, aerodynamically stalled, and yawed to the right. Subsequently, the airplane impacted a snowbank to the right side of the airstrip. A postcrash fire destroyed the airplane.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's exceedance of the airplane's critical angle of attack, which resulted in an aerodynamic stall.

Findings

Aircraft	Angle of attack - Capability exceeded (Cause)
Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Snow/ice - Contributed to outcome

Factual Information

History of Flight

Approach	Loss of control in flight (Defining event) Aerodynamic stall/spin
Landing-flare/touchdown	Runway excursion
Landing	Collision with terr/obj (non-CFIT)
Post-impact	Fire/smoke (post-impact)

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	79, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last FAA Medical Exam:	01/01/2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 9000 hours (Total, all aircraft), 3 hours (Total, this make and model), 9000 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4133V
Model/Series:	170 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:	1948	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18465
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	07/26/2017, Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3483.5 Hours as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed	Engine Model/Series:	C145 SERIES
Registered Owner:	CHESTER A. GODIN	Rated Power:	145 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAWS, 354 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	0256 UTC	Direction from Accident Site:	89°
Lowest Cloud Condition:	Scattered / 10000 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.71 inches Hg	Temperature/Dew Point:	9° C / -7° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BIG LAKE, AK (BGQ)	Type of Flight Plan Filed:	None
Destination:	Big Lake, AK	Type of Clearance:	None
Departure Time:	1800 AKD	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.568889, -149.851111 (est)

Administrative Information

Investigator In Charge (IIC):	Eric A Swenson	Report Date:	07/05/2018
Additional Participating Persons:	David B Welch; FAA; Anchorage, AK		
Publish Date:	07/05/2018		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97052		

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](#).