



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Goose Bay, Alaska	Accident Number:	GAA18CA375
Date & Time:	June 25, 2018, 00:30 Local	Registration:	N3570T
Aircraft:	Taylorcraft F19	Aircraft Damage:	Substantial
Defining Event:	Landing area undershoot	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the float-equipped airplane reported that, during a flight at dusk with high, gray overcast clouds, he circled over a lake and began the approach to land. He added that his depth perception was off, he misjudged the approach, and the airplane struck a tree.

The airplane sustained substantial damage to both wings.

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

The automated weather observation station located about 6 miles northwest of the accident site reported that, about 23 minutes after the accident, the wind was calm, scattered clouds at 4,100 ft, and overcast clouds at 6,000 ft.

Probable Cause and Findings

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

The pilot's failure to maintain a proper approach path during landing in dusky, flat light conditions, which resulted in a tree strike.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Flat light - Effect on personnel
Personnel issues	Perception - Pilot
Environmental issues	Tree(s) - Contributed to outcome

Factual Information

History of Flight

Approach	Miscellaneous/other
Landing	Landing area undershoot (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline transport; Commercial	Age:	22, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	April 30, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 16, 2018
Flight Time:	(Estimated) 2952 hours (Total, all aircraft), 75 hours (Total, this make and model), 900 hours (Pilot In Command, all aircraft), 275 hours (Last 90 days, all aircraft), 87 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Taylorcraft	Registration:	N3570T
Model/Series:	F19 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	F-031
Landing Gear Type:	N/A; Float	Seats:	2
Date/Type of Last Inspection:	May 18, 2018 Annual	Certified Max Gross Wt.:	1550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1102 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:		Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	PAAQ, 230 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	08:53 Local	Direction from Accident Site:	308°
Lowest Cloud Condition:	Scattered / 4100 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	12°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anchorage, AK (LHD)	Type of Flight Plan Filed:	None
Destination:	Anchorage, AK	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.538055,-148.938049(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Bruce Cummings; FAA; Anchorage, AK
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97570

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](#).