



Aviation Investigation Final Report

Location:	Wasilla, Alaska	Accident Number:	ANC23LA029
Date & Time:	April 2, 2023, 16:20 Local	Registration:	N4464B
Aircraft:	Cessna 170	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor reported that he was providing flight instruction to the pilot who had recently purchased the tailwheel-equipped airplane, and during takeoff, a crosswind pushed the airplane to the left. He attempted to correct for the left drift to no avail. Subsequently, the airplane continued to the left, exited the runway, impacted a snowbank, and nosed over, resulting in substantial damage to the wings. The flight instructor reported that there were no preaccident mechanical malfunctions or anomalies 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 failure to maintain directional control and the instructor pilot's inadequate supervision, which resulted in a loss of control during takeoff.

Findings

Personnel issues	Lack of action - Instructor/check pilot
Personnel issues	Aircraft control - Pilot
Aircraft	Heading/course - Not attained/maintained
Environmental issues	Crosswind - Contributed to outcome

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
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Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	53,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	June 22, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 26, 2022
Flight Time:	2121 hours (Total, all aircraft), 67 hours (Total, this make and model), 2063 hours (Pilot In Command, all aircraft), 82 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Private	Age:	60,Male
Airplane Rating(s):	Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 25, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 25, 2022
Flight Time:	197 hours (Total, all aircraft), 0 hours (Total, this make and model), 98 hours (Pilot In Command, all aircraft), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4464B
Model/Series:	170	Aircraft Category:	Airplane
Year of Manufacture:	1955	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	26808
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 4, 2023 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3703 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	C-145-2
Registered Owner:	On file	Rated Power:	145 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAWS, 354 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:56 Local	Direction from Accident Site:	7°
Lowest Cloud Condition:	Few / 4700 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	3°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Wasilla, AK	Type of Flight Plan Filed:	None
Destination:	Wasilla, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Wasilla Airport PAWS	Runway Surface Type:	Asphalt
Airport Elevation:	354 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	3700 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.570761,-149.5413

Administrative Information

Investigator In Charge (IIC): Ward, Mark

Additional Participating Persons: David Longan; FAA

Original Publish Date: August 31, 2023

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=107023>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).