



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	ANCHORAGE, AK	<b>Accident Number:</b>	ANC99TA026
<b>Date &amp; Time:</b>	02/03/1999, 1030 AST	<b>Registration:</b>	N7875D
<b>Aircraft:</b>	Piper PA-18-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Public Aircraft

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On February 3, 1999, about 1030 Alaska standard time, a ski equipped Piper PA-18-150 airplane, N7875D, sustained substantial damage while taxiing at Lake Hood, Anchorage, Alaska. The airplane was being operated as a visual flight rules (VFR) local area flight when the accident occurred. The airplane was operated by the U.S. Department of Interior, on a public use mission. The solo airline transport pilot was not injured. Visual meteorological conditions prevailed, and VFR company flight following procedures were in effect.

In his written statement to the National Transportation Safety Board, the pilot reported that he was returning to a maintenance vendor's hangar after completing a maintenance operational check flight. He said that while taxiing on an ice covered parking area, he applied power to taxi up a small incline. He said that as the airplane's skis went over the top of the incline, he closed the throttle, and reached for the mixture control cut off. He noted that his sleeve caught on the throttle control, advancing it to the open position. He said that he was unable to stop the airplane, and the left wing struck a parked maintenance tug.

The left wing sustained substantial damage.

The pilot noted that there were no preaccident mechanical anomalies with the airplane.

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	42
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	11/11/1998
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8500 hours (Total, all aircraft), 600 hours (Total, this make and model), 7500 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N7875D
<b>Model/Series:</b>	PA-18-150 PA-18-150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18-6030
<b>Landing Gear Type:</b>	Ski; Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	12/11/1998, Annual	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>	49 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-B2B
<b>Registered Owner:</b>	US DEPARTMENT OF INTERIOR	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	US DEPARTMENT OF INTERIOR	<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:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	40 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-29°C
Precipitation and Obscuration:			
Departure Point:	(LHD)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	1015 AST	Type of Airspace:	

## Airport Information

Airport:	LAKE HOOD SEAPLANE (LHD)	Runway Surface Type:	
Airport Elevation:	73 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## 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	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	CLINTON O JOHNSON
Additional Participating Persons:	AUSTIN E COLLER (FAA); 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> .