



National Transportation Safety Board Aviation Accident Final Report

Location:	ANCHORAGE, AK	Accident Number:	ANC99TA026
Date & Time:	02/03/1999, 1030 AST	Registration:	N7875D
Aircraft:	Piper PA-18-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Public Aircraft		

Analysis

The certificated airline transport pilot 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.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's use of excessive taxi speed. Factors associated with the accident were an icy taxi area, and the inadvertent activation of the throttle.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAXI

Findings

1. (F) TERRAIN CONDITION - ICY
2. (F) THROTTLE/POWER CONTROL - INADVERTENT ACTIVATION - PILOT IN COMMAND
3. (C) TAXISPEED - EXCESSIVE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI

Findings

4. OBJECT - VEHICLE

Factual Information

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

Certificate:	Airline Transport	Age:	42
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/11/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	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

Aircraft Make:	Piper	Registration:	N7875D
Model/Series:	PA-18-150 PA-18-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-6030
Landing Gear Type:	Ski; Tailwheel	Seats:	2
Date/Type of Last Inspection:	12/11/1998, Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	49 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-B2B
Registered Owner:	US DEPARTMENT OF INTERIOR	Rated Power:	160 hp
Operator:	US DEPARTMENT OF INTERIOR	Operating Certificate(s) Held:	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	Report Date:	03/31/2000
Additional Participating Persons:	AUSTIN E COLLER (FAA); ANCHORAGE, AK		
Publish Date:			
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).