



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|---|-------------------------|------------|
| Location: | ANCHORAGE, AK | Accident Number: | ANC99TA026 |
| Date & Time: | 02/03/1999, 1030 AST | Registration: | N7875D |
| Aircraft: | Piper PA-18-150 | 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

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's use of excessive taxispeed. 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

Pilot Information

| | | | |
|----------------------------------|---|------------------------------|------------------------|
| Certificate: | Airline Transport | Age: | 42 |
| Airplane Rating(s): | Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | Airplane Single-engine |
| 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

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|---------------------------------------|---|-----------------------------|-----------------|
| Aircraft Make: | Piper | Registration: | N7875D |
| Model/Series: | PA-18-150 PA-18-150 | Engines: | 1 Reciprocating |
| Operator: | US DEPARTMENT OF INTERIOR | Engine Manufacturer: | Lycoming |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-320-B2B |
| Flight Conducted Under: | Part 91: General Aviation - Public Aircraft | | |

Meteorological Information and Flight Plan

| | | | |
|---|--------------------|-------------------------------------|----------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Pilot |
| Lowest Ceiling: | Unknown / 0 ft agl | Wind Speed/Gusts, Direction: | Calm / , |
| Temperature: | -29° C | Visibility | 40 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | (LHD) | Destination: | |

Airport Information

| | | | |
|-----------------------------|--------------------------|----------------------------------|--|
| Airport: | LAKE HOOD SEAPLANE (LHD) | Runway Surface Type: | |
| Runway Used: | 0 | Runway Surface Condition: | |
| Runway Length/Width: | | | |

Wreckage and Impact Information

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|-----------------------------|--------|----------------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Latitude, Longitude: | | | |

Administrative Information

Investigator In Charge (IIC): CLINTON O JOHNSON

Adopted Date: 03/31/2000

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/>.

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.