



National Transportation Safety Board Aviation Accident Final Report

Location:	TYONEK, AK	Accident Number:	ANC96LA133
Date & Time:	09/01/1996, 2400 AKD	Registration:	N4393Z
Aircraft:	Piper PA-18	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot landed the airplane at an off airport landing site. He attempt to take off from the area during the hours of dusk. He stated the airplane's tail lifted off the ground during the takeoff roll, and then the airplane lifted off prematurely. After becoming airborne, the airplane drifted to the right, then the left wing struck muskeg, and the airplane settled into brush. The pilot stated he tried to stop the drift by applying full left rudder and full left aileron. The pilot also stated he felt the airplane's right wing stalled.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's premature liftoff and subsequent inadvertent stall.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF

Findings

1. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

3. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

On September 1, 1996, at 2400 Alaska daylight time, a wheel equipped Piper PA-18 airplane, N4393Z, registered to Allen Douglas Hulen, of Anchorage, Alaska, and operated by the pilot, crashed during takeoff from an off airport site adjacent to the Theodore River, located near Tyonek, Alaska. The personal flight, operating under 14 CFR Part 91, was departing during dusk, and the destination was Anchorage, Alaska. No flight plan was filed and visual meteorological conditions prevailed. The certificated private pilot and the passenger were not injured. The airplane was substantially damaged.

During a telephone conversation with the pilot, he stated that he was taking off from a road near the Theodore River. The airplane became airborne prematurely and drifted off the right side of the road. He was unable to stop the drift, despite the application of full left aileron and rudder. The left wing struck the muskeg and the airplane settled into the brush. He stated that the airplane was not ready to fly, and believes the right wing stalled.

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/30/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	286 hours (Total, all aircraft), 120 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4393Z
Model/Series:	PA-18 PA-18	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-8724
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	10/30/1995, Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2784 Hours	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-320-A2B
Registered Owner:	ALLEN DOUGLAS HULEN	Rated Power:	160 hp
Operator:	ALLEN DARRELL HULEN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
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	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	2 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	ANCHORAGE, AK (MRI)	Type of Clearance:	None
Departure Time:	0000 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): GEORGE KOBELNYK **Report Date:** 12/15/1997

Additional Participating Persons: CRAIG JOHNSON; 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](#).