



National Transportation Safety Board Aviation Accident Final Report

Location:	ANCHORAGE, AK	Accident Number:	ANC98LA135
Date & Time:	09/01/1998, 0900 AKD	Registration:	N7279K
Aircraft:	Piper PA-18-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported he was attempting to takeoff from a remote, off-airport site. He estimated his takeoff site to be 500 feet long. He related that the airplane became airborne after approximately 300 feet of ground roll, but soon settled to the ground, and drifted to the left into undergrowth. The airplane subsequently encountered rough terrain, and nosed over. The pilot noted there were no preimpact mechanical problems 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 selection of an unsuitable area for takeoff. A factor associated with the accident is the pilot's premature liftoff.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) LIFT-OFF - PREMATURE - PILOT IN COMMAND

2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3: NOSE OVER

Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

On September 1, 1998, about 0900, a wheel equipped Piper PA-18-150 airplane, N7279K, sustained substantial damage when it collided with terrain during an attempted takeoff from a remote, off airport site located about 22 miles northwest of Anchorage, Alaska. The solo private pilot was not injured. The local, 14 CFR Part 91 flight operated in visual meteorological conditions without a flight plan. The intended destination was Lake Hood Airstrip, Anchorage.

The pilot reported he had flown to the accident site the day before to hunt ducks. He said he was utilizing an unimproved site about 500 feet in length for takeoff and landing. On the accident takeoff, he indicated he was attempting to takeoff to the north, and he estimated the wind to be from the east about 6 to 8 mph. During the takeoff roll, the airplane became airborne after about 300 feet, but soon settled to the ground, drifted to the left, and went into the adjacent undergrowth. The airplane subsequently encountered rough terrain, and nosed over.

The pilot reported there was no preimpact mechanical problems with the airplane.

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine Land	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:	09/16/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	112 hours (Total, all aircraft), 41 hours (Total, this make and model), 50 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7279K
Model/Series:	PA-18-150 PA-18-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-187
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	04/02/1998, Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	90 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3446 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-320
Registered Owner:	DAVID E. TAYLOR	Rated Power:	150 hp
Operator:	DAVID E. TAYLOR	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:	Scattered / 4000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	6° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0900 ADT	Type of Airspace:	Class G

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): JAMES D LABELLE **Report Date:** 02/16/2001

Additional Participating Persons: BRIAN HOHNER (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](#).