



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	CORDOVA, AK	<b>Accident Number:</b>	ANC99LA136
<b>Date &amp; Time:</b>	09/01/1999, 2030 AKD	<b>Registration:</b>	N9130D
<b>Aircraft:</b>	Piper PA-18	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

During takeoff from an off airport river bank on a flight to spot moose, the airplane's left wingtip contacted tall brush. The airplane spun around, and the right wing and right main landing gear attachment sustained substantial damage. The private pilot said the winds were light and variable. He indicated to the NTSB investigator-in-charge that he had landed and taken off from the same site on previous occasions, but failed to avoid contacting the brush during this takeoff.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to avoid obstructions during takeoff. A factor associated with this accident was the high brush along the river bank.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (F) TERRAIN CONDITION - HIGH VEGETATION
2. (C) MANEUVER TO AVOID OBSTRUCTIONS - NOT PERFORMED - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	58
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1200 hours (Total, all aircraft), 500 hours (Total, this make and model), 1100 hours (Pilot In Command, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N9130D
<b>Model/Series:</b>	PA-18 PA-18	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ALVIN B. FULTON	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	C-90
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Overcast / 2500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Light and Variable / , Variable
<b>Temperature:</b>	10°C	<b>Visibility</b>	25 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	MATTHEW L THOMAS	<b>Adopted Date:</b>	11/22/2000
<b>Investigation Docket:</b>	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> .		

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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.