



National Transportation Safety Board Aviation Accident Factual Report

Location:	BULLFROG, UT	Accident Number:	DEN00LA014
Date & Time:	11/02/1999, 1650 MST	Registration:	N4285Z
Aircraft:	Piper PA-18-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On November 2, 1999, approximately 1650 mountain standard time, a Piper PA-18-150, N4285Z, was substantially damaged when it departed the side of the runway and collided with a fence during landing roll at Bullfrog Basin Airport, Bullfrog, Utah. The private pilot and airline transport pilot certificated passenger were not injured. Visual meteorological conditions prevailed, and a VFR flight plan had been filed for the personal cross-country flight being conducted under Title 14 CFR Part 91. The flight originated from Canyonlands Field Airport, Moab, Utah, at 1445.

According to the pilot, prior to landing at Bullfrog airport, he contacted the airport's UNICOM (Universal Integrated Communication) frequency and requested an airport advisory. He was told that the preferred runway was 19. He approached the airport for landing from the southeast and noticed that the windsock indicated the wind was calm. The pilot stated that the downwind, base and final approach segments to runway 19 were "normal." He landed the aircraft just past the runway threshold. The main wheels touched down first, followed by the tail wheel. According to the pilot, the aircraft continued in a normal landing roll, then veered to the right. The airplane departed the runway and traveled down a 10 degree embankment, impacting a fence and sustaining damage to the horizontal stabilizer, both right wing struts, the nose cowling, and propeller.

The pilot stated in his accident report that during landing rollout, he applied left rudder pressure "without effect." The pilot was interviewed by an FAA inspector following the accident. According to the inspector, the pilot told him that he may have inadvertently applied pressure to the rudder pedal rather than to the brake. A functional test of the rudder and brake system was performed at the facilities of the Spanish Fork Flying Service, Spanish Fork, Utah. No discrepancies were noted.

According to the pilot's accident report, he had accumulated a total of 7 hours in the PA-18-150, 2 of which were as pilot-in-command. A review of the pilot's logbook revealed that the pilot had received his FAR 61.31(i) endorsement to act as pilot-in-command of a tailwheel airplane on the day of the accident.

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/20/1999
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1085 hours (Total, all aircraft), 7 hours (Total, this make and model), 935 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4285Z
Model/Series:	PA-18-150 PA-18-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-8534
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	05/24/1999, Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	119 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2200 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-B2B
Registered Owner:	CRAIG L. YOUNG	Rated Power:	150 hp
Operator:	JAMES M. ELEGANTE	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	10 Miles
Lowest Ceiling:	None / 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:	21 °C
Precipitation and Obscuration:			
Departure Point:	MOAB, UT (CNY)	Type of Flight Plan Filed:	VFR
Destination:	(U07)	Type of Clearance:	VFR
Departure Time:	1445 MST	Type of Airspace:	Class G

Airport Information

Airport:	BULLFROG BASIN AIRPORT (U07)	Runway Surface Type:	Asphalt
Airport Elevation:	4167 ft	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	3500 ft / 40 ft	VFR Approach/Landing:	Full Stop

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):	B. BEACH SCOTT
Additional Participating Persons:	FLOYD J LANDON; SALT LAKE CITY, UT
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/ .