



# National Transportation Safety Board Aviation Accident Final Report

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

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## Analysis

The pilot's landing on runway 19 was normal and the wind was calm. During landing roll, the aircraft departed the runway to the right, traveled down a 10 degree embankment and struck a fence. The pilot said he applied left rudder pressure without effect. According to an FAA inspector who interviewed the pilot following the accident, 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 and no discrepancies were noted. The pilot had accumulated a total of 7 hours in the PA-18-150, 2 of which were as pilot-in-command. He had received his tailwheel endorsement on the day of the accident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot-in-command's failure to maintain directional control of the aircraft during landing roll. Factors were the pilot's lack of total experience in type of aircraft and the fence.

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

3. (F) OBJECT - FENCE

## Factual Information

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

<b>Certificate:</b>	Private	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/20/1999
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N4285Z
<b>Model/Series:</b>	PA-18-150 PA-18-150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18-8534
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	05/24/1999, Annual	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>	119 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2200 Hours	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-B2B
<b>Registered Owner:</b>	CRAIG L. YOUNG	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	JAMES M. ELEGANTE	<b>Operating Certificate(s) Held:</b>	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	Report Date:	06/22/2000
Additional Participating Persons:	FLOYD J LANDON; SALT LAKE CITY, UT		
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 <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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).