



National Transportation Safety Board Aviation Accident Data Summary

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

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

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

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

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

Findings

3. (F) OBJECT - FENCE

Pilot Information

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|----------------------------------|---|------------------------------|----------|
| Certificate: | Private | Age: | 52 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| 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

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|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| Aircraft Make: | Piper | Registration: | N4285Z |
| Model/Series: | PA-18-150 PA-18-150 | Engines: | 1 Reciprocating |
| Operator: | JAMES M. ELEGANTE | Engine Manufacturer: | Lycoming |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-320-B2B |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|-------------------|-------------------------------------|----------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Pilot |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | Calm / , |
| Temperature: | 21 °C | Visibility | 10 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | MOAB, UT (CNY) | Destination: | (U07) |

Airport Information

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|-----------------------------|------------------------------|----------------------------------|---------|
| Airport: | BULLFROG BASIN AIRPORT (U07) | Runway Surface Type: | Asphalt |
| Runway Used: | 19 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 3500 ft / 40 ft | | |

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): B. BEACH SCOTT

Adopted Date: 06/22/2000

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.