



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	NAKNEK, AK	<b>Accident Number:</b>	ANC01LA001
<b>Date &amp; Time:</b>	10/01/2000, 1900 AKD	<b>Registration:</b>	N59645
<b>Aircraft:</b>	Piper PA-18-160	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The certificated commercial pilot started a southeasterly takeoff run on a 700 feet long airstrip. He added that the airplane's acceleration was slow due to wet, tundra-covered terrain. As the airplane neared the end of the airstrip, just before it became airborne, he turned the airplane to the left to avoid striking a truck parked at the end of the airstrip, and the left wing struck a cabin at the end of the airstrip. The airplane sustained substantial damage to both wings and fuselage. The pilot said that there were no preaccident mechanical anomalies 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 takeoff area. Factors associated with the accident were wet and soft terrain.

## Findings

---

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - WET
3. (F) TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - TUNDRA
5. OBJECT - VEHICLE
6. OBJECT - BUILDING(NONRESIDENTIAL)

## Factual Information

On October 1, 2000, about 1900 Alaska daylight time, a tundra tire equipped Piper PA-18-160 airplane, N59645, sustained substantial damage during takeoff from a remote airstrip, about 15 miles west of Naknek, Alaska, at 58 degrees, 43 minutes north latitude, 157 degrees, 01 minutes west longitude. The certificated commercial pilot, and the one passenger aboard, were not injured. The airplane was being operated as a visual flight rules (VFR) personal flight under Title 14, CFR Part 91, when the accident occurred. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated about 1750, from the Naknek Airport, Naknek.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on October 2, the pilot reported that as he started a southeasterly takeoff run on a 700 feet long remote airstrip, the airplane's acceleration was slow due to wet, tundra-covered terrain. He said that as he neared that end of the site, just before the airplane became airborne, he turned the airplane to the left to avoid striking a truck parked at the end of the airstrip, and the left wing struck a cabin at the end of the takeoff area. The airplane sustained substantial damage to both wings and fuselage.

The pilot said that there were no preaccident mechanical anomalies with the airplane.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	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 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	09/01/2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2900 hours (Total, all aircraft), 1100 hours (Total, this make and model), 60 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N59645
Model/Series:	PA-18-160 PA-18-160	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-7809095
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	09/20/2000, 100 Hour	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	27 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4767 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	KING AIR, INC.	Rated Power:	160 hp
Operator:	KING AIR, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

## 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:	Unknown / 0 ft agl	Visibility	8 Miles
Lowest Ceiling:	Overcast / 700 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4° C
Precipitation and Obscuration:			
Departure Point:	NAKNEK, AK (5NK)	Type of Flight Plan Filed:	None
Destination:	NAKNEK, AK (5NK)	Type of Clearance:	None
Departure Time:	1750 ADT	Type of Airspace:	Class G

## Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	40 ft	Runway Surface Condition:	Soft; Vegetation; Wet
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	700 ft	VFR Approach/Landing:	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	CLINTON O JOHNSON	<b>Report Date:</b>	07/10/2001
<b>Additional Participating Persons:</b>	AUSTIN E COLLER (FAA); ANCHORAGE, AK		
<b>Publish Date:</b>			
<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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).