



# National Transportation Safety Board Aviation Accident Data Summary

<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>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

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)

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	41
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N59645
<b>Model/Series:</b>	PA-18-160 PA-18-160	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	KING AIR, INC.	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	O-320
<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 / 700 ft agl	<b>Wind Speed/Gusts, Direction:</b>	20 knots / , 120°
<b>Temperature:</b>	4° C	<b>Visibility</b>	8 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	NAKNEK, AK (5NK)	<b>Destination:</b>	NAKNEK, AK (5NK)

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	15	<b>Runway Surface Condition:</b>	Soft; Vegetation; Wet
<b>Runway Length/Width:</b>	700 ft		

## 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>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	CLINTON O JOHNSON	<b>Adopted Date:</b>	07/10/2001
<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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