



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	FAIRBANKS, AK	<b>Accident Number:</b>	ANC86LA052
<b>Date &amp; Time:</b>	05/01/1986, 1800 AKD	<b>Registration:</b>	N2536B
<b>Aircraft:</b>	Consolidated-Vultee L-13	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Analysis

DURING THE TAKEOFF ROLL THE PILOT LOST CONTROL OF THE AIRCRAFT, THE ACFT EXITED THE RUNWAY AND ROLLED OVER ON ITS RIGHT SIDE. THE INSPECTION OF BOTH TAILWHEEL AND TAILWHEEL ASSEMBLY REVEALED VERY LOOSE CABLES BETWEEN THE LOCKING HANDLE AND THE TAILWHEEL. AT THE TIME OF THE ACCIDENT THE PILOT HAD ONLY SIX HOURS IN THE TYPE OF AIRCRAFT.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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

### Findings

1. (C) LANDING GEAR, TAILWHEEL ASSEMBLY - INOPERATIVE
2. (C) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. (C) LANDING GEAR, TAILWHEEL ASSEMBLY - LOOSE
4. (C) AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - ROLL/RUN

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	55
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	4000 hours (Total, all aircraft), 6 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Consolidated-Vultee	<b>Registration:</b>	N2536B
<b>Model/Series:</b>	L-13 L-13	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	PHILLIP SCHACHT	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	R-680
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FAI, 434 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 320°
<b>Temperature:</b>	12° C	<b>Visibility</b>	80 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	FAIRBANKS, AK (MTF)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	METRO FIELD (MTF)	<b>Runway Surface Type:</b>	Asphalt; Dirt; Gravel
<b>Runway Used:</b>	6	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4400 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<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>	ROY C DAW	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	NTSB accident and incident docket 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.