



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Anchorage, AK	<b>Accident Number:</b>	ANC02FA042
<b>Date &amp; Time:</b>	06/01/2002, 1110 AKD	<b>Registration:</b>	N6969H
<b>Aircraft:</b>	Piper PA-18-150	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot of the accident airplane was flying at 600 feet msl crossing a body of water when he noticed a loss of engine rpm. He pulled on the carburetor heat, and switched from the right wing fuel tank to the left wing fuel tank. The engine rpm increased momentarily, and then the engine quit. The pilot turned toward land, and made an emergency landing. During landing the airplane encountered a dirt berm, the left main landing gear collapsed, and the airplane nosed over. The meteorological conditions were, in part: temperature, 9 degrees Celsius; dew point, 7 degrees Celsius, with visible moisture. Under these conditions, a carburetor icing probability chart reflects serious icing at any power setting. During the postaccident examination the fuel selector valve was found with the left wing fuel tank selected. There was no usable fuel found in the left wing tank, and no evidence of any fuel leak was discovered.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of a fuel tank that did not contain a usable quantity of fuel. Factors associated with the accident are the dirt berm, meteorological conditions conducive to carburetor icing, and carburetor ice.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS  
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Occurrence #2: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: CRUISE - NORMAL

### Findings

2. (F) FUEL SYSTEM,CARBURETOR - ICE  
3. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND  
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Occurrence #3: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY LANDING

#### Findings

4. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT  
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Occurrence #5: NOSE OVER

Phase of Operation: EMERGENCY LANDING

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	18
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	93 hours (Total, all aircraft), 5 hours (Total, this make and model), 37 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N6969H
<b>Model/Series:</b>	PA-18-150	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Benjamin M Wilkinson	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-A2B
<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>	MRI, 137 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 2200 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 310°
<b>Temperature:</b>	9°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Anchorage, AK (PAMR)	<b>Destination:</b>	Wasilla, AK (Z40)

### 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>	61.214444, -149.846111		

## Administrative Information

**Investigator In Charge (IIC):** Lawrence R Lewis

**Adopted Date:** 01/16/2003

**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](mailto: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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