



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	ANCHORAGE, AK	<b>Accident Number:</b>	ANC02LA112
<b>Date &amp; Time:</b>	09/01/2002, 1900 AKD	<b>Registration:</b>	N6981B
<b>Aircraft:</b>	Piper PA-18	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On September 1, 2002, about 1900 Alaska daylight time, a tundra tire-equipped Piper PA-18 airplane, N6981B, sustained substantial damage when the airplane collided with a ditch during an overrun while landing at a remote airstrip, about 32 miles west of Anchorage, Alaska. The airplane was being operated as a Title 14, CFR Part 91 visual flight rules (VFR) cross-country personal flight when the accident occurred. The airplane was operated by the pilot. The private certificated pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed. The flight originated at the Lake Hood Strip, Anchorage, about 1830.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on September 4, the pilot reported that he was landing near the top of Little Mount Susitna. The landing strip, oriented southeast/northwest, is about 600 feet long, by 15 feet wide, and is positioned on a ridge of the mountain. The pilot said he was landing toward the southeast, but touched down on the strip about 1/3 of its total distance beyond the landing threshold. He applied the airplane brakes, but the airplane tires began to slide on wet grass. The airplane departed off the end of the landing strip into an area of low bushes on a down sloping portion of the landing area. The left main landing gear tire struck a hole about 300 feet past the end of the landing strip. The airplane's left main landing gear was sheared off. The pilot reported that after the accident, he utilized a hand-held wind meter, and discovered about a five knot tailwind. The airplane received damage to the propeller and the left wing lift strut. Additionally, the outboard end of the left wing was bent upward about 20 degrees.

The Pilot/Operator Aircraft Accident/Incident Report (NTSB Form 6120.1) submitted by the pilot, contained an optional area for recommendations as to how the accident could have been prevented. The pilot indicated that his recommendation was, "Perform go-around instead of landing long."

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46, 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>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/04/2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	510 hours (Total, all aircraft), 390 hours (Total, this make and model), 510 hours (Pilot In Command, all aircraft), 61 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N6981B
<b>Model/Series:</b>	PA-18	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18-5103
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	03/06/2002, Annual	<b>Certified Max Gross Wt.:</b>	1850 lbs
<b>Time Since Last Inspection:</b>	65 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4387 Hours at time of accident	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	MONTE TOWNSEND	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	MONTE TOWNSEND	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13° C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (Z41)	Type of Flight Plan Filed:	None
Destination:	ANCHORAGE, AK	Type of Clearance:	None
Departure Time:	1830 ADT	Type of Airspace:	Class G

## Airport Information

Airport:	Little Mt. Susitna	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Holes; Wet
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	600 ft / 15 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.450000, -150.950000

## Administrative Information

Investigator In Charge (IIC):	SCOTT ERICKSON
Additional Participating Persons:	MICHAEL DOLSEN; FAA-AL-ANC FSDO 03; ANCHORAGE, AK
Investigation Docket:	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> .