



National Transportation Safety Board Aviation Accident Final Report

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

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The private certificated pilot was landing at a remote airstrip. The landing strip, oriented southeast/northwest, is about 600 feet long, by 15 feet wide, and is positioned on a ridge of a mountain. The pilot said he was landing toward the southeast, and touched down on the strip about 1/3 of its total distance beyond the landing threshold. He applied the airplane's brakes, but the tires began to slide on wet grass. The airplane departed off the end of the landing strip. The left main landing gear tire struck a hole about 300 feet past the end of the landing strip, and the left main landing gear was sheared off. The airplane received damage to the propeller, the left wing lift strut, and the left wing. The pilot reported that after the accident, he utilized a hand-held wind meter and discovered he had landed with about a 5 knot tailwind. 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."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to attain the proper touchdown point on a remote airstrip, and his failure to perform a go-around that resulted in the airplane overrunning the end of the strip. Factors in the accident were the pilot's inadequate evaluation of a tailwind condition, and a wet landing surface.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (F) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. (F) TERRAIN CONDITION - WET
5. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

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

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/04/2001
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	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

Aircraft Make:	Piper	Registration:	N6981B
Model/Series:	PA-18	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-5103
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	03/06/2002, Annual	Certified Max Gross Wt.:	1850 lbs
Time Since Last Inspection:	65 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4387 Hours at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320
Registered Owner:	MONTE TOWNSEND	Rated Power:	150 hp
Operator:	MONTE TOWNSEND	Operating Certificate(s) Held:	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	Report Date:	04/18/2003
Additional Participating Persons:	MICHAEL DOLSEN; FAA-AL-ANC FSDO 03; ANCHORAGE, AK		
Publish Date:			
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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](#).