



National Transportation Safety Board Aviation Accident Data Summary

Location:	ANCHORAGE, AK	Accident Number:	ANC02LA112
Date & Time:	09/01/2002, 1900 AKD	Registration:	N6981B
Aircraft:	Piper PA-18	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

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

Pilot Information

Certificate:	Private	Age:	46
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	MONTE TOWNSEND	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Weather Information Source:	Pilot
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	5 knots / 10 knots, 360°
Temperature:	13°C	Visibility	50 Miles
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (Z41)	Destination:	ANCHORAGE, AK

Airport Information

Airport:	Little Mt. Susitna	Runway Surface Type:	Grass/turf
Runway Used:	13	Runway Surface Condition:	Holes; Wet
Runway Length/Width:	600 ft / 15 ft		

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
Latitude, Longitude:	61.450000, -150.950000		

Administrative Information

Investigator In Charge (IIC): SCOTT ERICKSON

Adopted Date: 04/18/2003

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, 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.