



National Transportation Safety Board Aviation Accident Final Report

Location:	ANCHORAGE, AK	Accident Number:	ANC82DA082
Date & Time:	09/01/1982, 2100 AKD	Registration:	N6195D
Aircraft:	PIPER PA-18	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT DEPARTED IN AN EASTERLY DIRECTION FROM AN UNIMPROVED STRIP 700 FEET IN LENGTH. HE STATED THAT THE AIRCRAFT WAS LIFTED OFF THE GROUND AT AN AIRSPEED OF 35 TO 40 KNOTS AND WOULD NOT CLIMB. HE ALSO STATED THAT A 5 TO 7 KNOT WIND DOWN THE RUNWAY CAUSED A BURBLING OVER THE HILL THAT HE WAS ATTEMPTING TO TAKEOFF FROM AND THE WIND CHANGED TO A TAILWIND CAUSING A DOWNDRAFT DURING THE TAKEOFF.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) WEATHER CONDITION - UNFAVORABLE WIND
2. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. (C) AIRSPEED - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. (F) TERRAIN CONDITION - RISING

Occurrence #3: NOSE OVER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Factual Information

Pilot Information

Certificate:	Private	Age:	33, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/15/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	94 hours (Total, all aircraft), 35 hours (Total, this make and model), 54 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6195D
Model/Series:	PA-18 PA-18	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	18-5491
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	35 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2700 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-320-A2A
Registered Owner:	JAMES C. FOSTER	Rated Power:	150 hp
Operator:	JAMES C. FOSTER	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 6000 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	45° C / 0° C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK	Type of Flight Plan Filed:	None
Destination:	ANCHORAGE, AK	Type of Clearance:	None
Departure Time:	2100	Type of Airspace:	

Airport Information

Airport:	UNIMPROVED AIRSTRIP	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	700 ft	VFR Approach/Landing:	None

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:	

Administrative Information

Investigator In Charge (IIC):		Report Date:	09/01/1983
Additional Participating Persons:			
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](#).