



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | ANCHORAGE, AK | Accident Number: | ANC82DA082 |
| Date & Time: | 09/01/1982, 2100 AKD | Registration: | N6195D |
| Aircraft: | PIPER PA-18 | 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

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

Pilot Information

| | | | |
|----------------------------------|---|------------------------------|------|
| Certificate: | Private | Age: | 33 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | | Instructor Rating(s): | None |
| 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 | Engines: | 1 Reciprocating |
| Operator: | JAMES C. FOSTER | Engine Manufacturer: | LYCOMING |
| Operating Certificate(s) Held: | | Engine Model/Series: | O-320-A2A |
| 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: | , 0 ft msl | Weather Information Source: | Unknown |
| Lowest Ceiling: | Unknown / 0 ft agl | Wind Speed/Gusts, Direction: | 6 knots / , 90° |
| Temperature: | 45° C | Visibility | 0 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | ANCHORAGE, AK | Destination: | ANCHORAGE, AK |

Airport Information

| | | | |
|-----------------------------|---------------------|----------------------------------|-----|
| Airport: | UNIMPROVED AIRSTRIP | Runway Surface Type: | |
| Runway Used: | 9 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 700 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: | | | |

Administrative Information

Investigator In Charge (IIC):

Adopted Date: 09/01/1983

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.