



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Chenega Bay, AK	<b>Accident Number:</b>	ANC03LA017
<b>Date &amp; Time:</b>	12/01/2002, 1530 AST	<b>Registration:</b>	N7002Z
<b>Aircraft:</b>	Piper PA-18-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot said the airplane was parked on a remote beach on an Island. He noticed an approaching storm, and decided to reposition the airplane on a logging road away from the beach. During the landing roll on the logging road, the right wing struck a tree, and as the airplane turned sharply to the right, the left main landing gear struck a berm and collapsed, allowing the left wing to impact the ground. The airplane sustained damage to both wings, the left landing gear and propeller.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of unsuitable terrain for landing and his failure to maintain obstacle clearance which resulted in the airplane colliding with a tree and a berm.

## Findings

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Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

1. OBJECT - TREE(S)
2. TERRAIN CONDITION - BERM
3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

## Factual Information

On December 1, 2002, about 1530 Alaska standard time, a Piper PA-18-150 airplane, N7002Z, sustained substantial damage when it collided with a tree during the landing roll on a logging road, about 20 statute miles southeast of Chenega Bay, Alaska. The airplane was being operated as a visual flight rules (VFR) personal flight under Title 14, CFR Part 91, when the accident occurred. The solo airline transport pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on December 9, the pilot said the accident airplane was parked on a beach in San Juan Bay, Montague Island, Alaska, when he noticed an approaching storm. The pilot said he decided to reposition the airplane on a logging road away from the beach. During the landing roll on the logging road, the right wing struck a tree, and as the airplane turned sharply to the right, the left main landing gear struck a berm and collapsed, allowing the left wing to impact the ground. The airplane sustained damage to both wings, the left landing gear, and propeller.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial; Flight Engineer; Private	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	07/01/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	07/13/2002
<b>Flight Time:</b>	4130 hours (Total, all aircraft), 480 hours (Total, this make and model), 2080 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N7002Z
<b>Model/Series:</b>	PA-18-150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18-1881
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	08/26/2002, Annual	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>	14 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2838 Hours at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-C2C
<b>Registered Owner:</b>	Carroll J. Campbell	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	Carroll J. Campbell	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	3 Miles
<b>Lowest Ceiling:</b>	Broken / 2500 ft agl	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots / 10 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	135°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	7° C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	San Juan Bay, AK	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	1530	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	59.783333, -148.083333

## Administrative Information

**Investigator In Charge (IIC):** Lawrence R Lewis **Report Date:** 06/25/2003

**Additional Participating Persons:** Donald LeClair; Anchorage 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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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](#).