



National Transportation Safety Board Aviation Accident Data Summary

Location:	Talkeetna, AK	Accident Number:	ANC07LA060
Date & Time:	07/01/2007, 1745 AKD	Registration:	N3195Z
Aircraft:	Piper PA-18	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot was landing a tundra tire-equipped airplane on an off-airport grass surface area. As he applied the brakes during the landing roll, the left main landing gear collapsed. The airplane pivoted to the left, and the left wing struck the ground. His inspection of the landing gear revealed that the outboard end of the left main landing gear strut extension was broken through the outer radius of the attaching lug, where it normally would bolt to the axle. In addition, the landing gear safety cable was broken. The airplane was equipped with hydrasorb landing gear shock units, which consist of automotive type oleo struts, combined with light shock cords. Examination of the outboard end of the hydrasorb extension tube revealed a flat fracture surface that was perpendicular to the long axis of the tube. It had extensive evidence of corrosion. The landing gear had been installed since 1977, and the most recent annual inspection of the airplane was about 1 year before the accident.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A fracture and collapse of the main landing gear. Contributing to the accident was an inadequate annual inspection by other maintenance personnel, and corrosion.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,MAIN GEAR SHOCK ABSORBING STRUT - FRACTURED
2. (F) MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
3. (F) LANDING GEAR,MAIN GEAR SHOCK ABSORBING STRUT - CORRODED

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

4. LANDING GEAR,MAIN GEAR ATTACHMENT - COLLAPSED

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - GRASS

Pilot Information

Certificate:	Private	Age:	31
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	500 hours (Total, all aircraft), 400 hours (Total, this make and model), 400 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3195Z
Model/Series:	PA-18	Engines:	1 Reciprocating
Operator:	Chadwick P. McGrady	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-B2B
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:	Broken / 2000 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 180°
Temperature:	16° C	Visibility:	20 Miles
Precipitation and Obscuration:	Light - N/A		
Departure Point:	Wasilla, AK (4AK6)	Destination:	Talkeetna, AK

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	62.366667, -151.166667		

Administrative Information

Investigator In Charge (IIC):	Scott Erickson	Adopted Date:	03/31/2008
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.

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