



# National Transportation Safety Board Aviation Accident Factual Report

---

<b>Location:</b>	Anaktuvuk Pass, AK	<b>Accident Number:</b>	ANC07CA072
<b>Date &amp; Time:</b>	08/01/2007, 1100 AKD	<b>Registration:</b>	N40832
<b>Aircraft:</b>	Piper PA-18	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

---

The commercial certificated pilot was landing the tundra tire-equipped, tailwheel airplane at an unimproved, off-airport site under Title 14, CFR Part 91, when the accident occurred. According to the pilot, during the base leg of the approach for landing, the engine quit, and the airplane collided with terrain during an emergency descent/landing. The airplane's owner reported that he observed the airplane's preflight inspection, and watched the pilot sump the fuel tanks, finding a small quantity of water in the tanks. He said the airplane departed, and upon returning, during landing, the engine quit. While inspecting the airplane after the accident, the owner said he found water in the airplane's gascolator, carburetor, and fuel lines. He said the airplane was fueled from drums with filters, and it had rained during the preceding days. He said he suspected water contaminated fuel was the cause of the engine stoppage, and that after refueling the airplane with clean fuel, the engine started and ran without any problems. The owner said the airplane received damage to its fuselage, wings, lift-struts, and landing gear during the accident.

## Pilot Information

---

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	55, 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>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1000 hours (Total, all aircraft), 1000 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N40832
Model/Series:	PA-18	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-4468
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	Phillip D. Byrd	Rated Power:	150 hp
Operator:	Phillip D. Byrd	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Few	Visibility	10 Miles
Lowest Ceiling:	Overcast / 4000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16 °C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anaktuvuk Pass, AK	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	ADT	Type of Airspace:	

## 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
Total Injuries:	1 None	Latitude, Longitude:	68.687778, -151.880833

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lawrence R Lewis
<b>Additional Participating Persons:</b>	Ken Thomas; Fairbanks, FSDO-01
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .