



National Transportation Safety Board Aviation Accident Final Report

Location:	Skwentna, AK	Accident Number:	ANC09CA076
Date & Time:	08/01/2009, 1800 AKD	Registration:	N7509K
Aircraft:	PIPER PA-18	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot reported that he was landing his tailwheel-equipped airplane at his remote, 650-foot-long private airstrip, at the conclusion of a personal cross-country flight operated under Title 14, Code of Federal Regulations Part 91. He said that wind conditions required an easterly approach, over an area of stump-covered,

down sloping terrain. During the approach, the airplane's right main wheel struck a tree stump at the approach end of the site, and the airplane subsequently nosed over. The airplane sustained substantial damage to the wings, fuselage, and empennage. The pilot reported that there were no preaccident mechanical problems with the airplane. In his written report to the NTSB, the pilot noted that the accident might have been avoided if he had waited until wind conditions allowed for a different approach, or if he had waited to reduce engine power after clearance with the stump was ensured.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudged landing on a downsloping, short landing strip, resulting in a nose over.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained (Cause)
Personnel issues	Decision making/judgment - Pilot (Cause)
Environmental issues	

Factual Information

History of Flight

Approach-VFR pattern final	Collision during takeoff/land (Defining event)
Landing-flare/touchdown	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	11/02/2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	270 hours (Total, all aircraft), 270 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N7509K
Model/Series:	PA-18	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18223
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	C91A installed, not activated	Engine Model/Series:	O-290 SERIES
Registered Owner:	NORD DEREK D	Rated Power:	140 hp
Operator:	NORD DEREK D	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Unknown	Temperature/Dew Point:	16 °C
Lowest Ceiling:	Unknown	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 90°	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration		
Departure Point:	Anchorage, AK (MRI)	Type of Flight Plan Filed:	None
Destination:	Skwentna, AK	Type of Clearance:	None
Departure Time:	1630 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		

Administrative Information

Investigator In Charge (IIC):	Clinton O Johnson	Adopted Date:	12/29/2009
Additional Participating Persons:	Kevin M Geary; Federal Aviation Administration (Airworthiness); Anchorage, AK		
Publish Date:	12/31/2009		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=74435		

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.