



National Transportation Safety Board Aviation Accident Final Report

Location:	Seward, AK	Accident Number:	ANC08CA024
Date & Time:	11/29/2007, 1400 AST	Registration:	N1181Y
Aircraft:	Piper PA-18-135	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private certificated pilot was taking off from a narrow, off-airport site under Title 14, CFR Part 91, when the accident occurred. The pilot said he used too much rudder during takeoff, and the right wing caught in high alder brush next to the takeoff area. He said the airplane veered to the right, into the alders and small spruce trees. According to the pilot, there were no known mechanical problems with the airplane prior to the accident, and that the airplane sustained damage to the left wing leading edge, tip, and spar, and damage to the right wing leading edge. The left landing gear and propeller were also damaged.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during takeoff.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

Pilot Information

Certificate:	Private	Age:	60, 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 FAA Medical Exam:	03/01/2007
Occupational Pilot:		Last Flight Review or Equivalent:	03/01/2006
Flight Time:	2640 hours (Total, all aircraft), 2555 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1181Y
Model/Series:	PA-18-135	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-2144
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	04/01/2007, Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-B2B
Registered Owner:	Mark G. Meehleis	Rated Power:	160 hp
Operator:	Mark G. Meehleis	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:	Thin Overcast / 1000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 1000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Seward, AK	Type of Flight Plan Filed:	None
Destination:	Anchorage, AK (9AK5)	Type of Clearance:	None
Departure Time:	AST	Type of Airspace:	

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
Total Injuries:	2 None	Latitude, Longitude:	60.085556, -174.296667

Administrative Information

Investigator In Charge (IIC):	Lawrence R Lewis	Report Date:	02/28/2008
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).