



# Aviation Investigation Final Report

<b>Location:</b>	Homer, Alaska	<b>Accident Number:</b>	ANC09CA111
<b>Date &amp; Time:</b>	July 3, 2009, 12:00 Local	<b>Registration:</b>	N4299Z
<b>Aircraft:</b>	Piper PA-18-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was landing at an off-airport site surrounded by trees. The pilot stated that while on approach he increased his airspeed due to turbulence. The airplane landed hard and bounced. He added power to abort the landing, but realized that he could not climb over the trees at the end of the landing area and closed the engine throttle. As the airplane touched down again it continued off the end of the site and collided with brush. The pilot said that there were no mechanical problems with the airplane and that he should have used a slower approach airspeed or performed a go-around earlier in the landing. The airplane sustained substantial damage to the left wing spar and aileron.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive airspeed during approach to compensate for turbulence, resulting in a hard landing and runway overrun.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Terrain induced turbulence - Contributed to outcome
<b>Aircraft</b>	Airspeed - Not attained/maintained

## Factual Information

### History of Flight

<b>Approach</b>	Turbulence encounter
<b>Landing-flare/touchdown</b>	Hard landing
<b>Landing-aborted after touchdown</b>	Runway excursion (Defining event)
<b>Landing-landing roll</b>	Collision during takeoff/land

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	57,Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 28, 2011
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 1, 2010
<b>Flight Time:</b>	4848 hours (Total, all aircraft), 4350 hours (Total, this make and model), 4740 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N4299Z
<b>Model/Series:</b>	PA-18-150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18-8558
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	July 13, 2008 Annual	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4406 Hrs at time of accident	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	O-320 SERIES
<b>Registered Owner:</b>	KAUFFMAN LOREN C	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	KAUFFMAN LOREN C	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAHO, 84 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	11:53 Local	<b>Direction from Accident Site:</b>	40°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	100 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots / 15 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.92 inches Hg	<b>Temperature/Dew Point:</b>	16°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Homer, AK (PAHO)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Homer, AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:40 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<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>	59.75,-151

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lewis, Lawrence
<b>Additional Participating Persons:</b>	Scott Schweizer; FAA FSDO-03; Anchorage, AK
<b>Original Publish Date:</b>	January 18, 2012
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=82324">https://data.nts.gov/Docket?ProjectID=82324</a>

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