

Mr. Little
NTSB Seattle office

I witnessed the accident of N1979P at the Dewey Moore airstrip. This aircraft was piloted by Todd Simmons and was one of three aircraft in a group planning to fly to various back country airstrips in OR, and ID during the week of June 18-22, 2018.

The day started at the Root Ranch where we had stayed Wednesday night. Thursday morning there was light rain at the ranch, and we remained at the Root Ranch until about 10 AM when the skies cleared to the south, and we took off for Cabin Creek airstrip. The three aircraft in the group consisted of two Carbon Cub SS aircraft, and the accident airplane which was a modified Piper PA18-150. The three of us landed at Cabin Creek without incident, and commented on the still calm air, and great flying conditions. We discussed where to go next, as there are several strips within 10 miles of Cabin Creek. We decided to go to Dewey Moore next. We took off at about 11.45 AM local time.

Andrew Simmons took off first in his Carbon Cub, followed by me in a Carbon Cub, and Todd Simmons took off last from Cabin Creek. We flew up the Big Creek drainage with about 1 mile separation between airplanes. As Andrew approached Dewey Moore, I asked him if there were any aircraft at Dewey Moore. He reported that there were no other aircraft at the strip, and I could easily see him tip a wing as he looked. I started a decent over Big Creek, and landed first at Dewey More. Conditions were excellent, with calm air, and the runway in good condition. (Andrew and I had landed here the previous day) I parked at the very top of the strip, leaving room for the next airplanes to taxi and park. I was facing directly down the runway, and could see the approach to the runway easily.

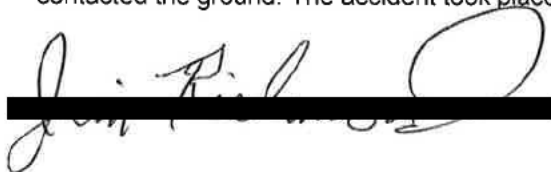
Andrew landed next, and parked his plane to the East side of the parking area. He got out of the plane and pushed it back so that it was out of the way of the next plane. I did not observe Todd during this time, but I assume he was circling overhead.

I was still in or near my plane, so I heard Todd on the radio. I don't remember if he just reported his position to traffic in the area, or what his call was, but I knew to look for him on final approach. As I waited for him to come into view, I said something like "you've been in here before, right?" His response was "Nope". I responded by reminding him to be low over the creek. As he came up stream, and into view, he was slightly higher than Andrew had been at the same point of the approach.

When Todd was almost to the extended center line of the runway, he added power and pitched up steeply. He continued upstream for about half a mile, nose up and not climbing well if at all. When he got directly south of my position, he began a left turn away from me, and directly over Big Creek. As his tail was pointed directly at me, his left wing dipped and the airplane entered a spin to the left. It turned 1.25 rotations to the left as it descended and went out of my sight just prior to contacting the ground. The engine sounded like it was developing full power from the time of the initial go-around until contact with the ground.

The plane struck a fairly steep bank on the north side of Big Creek. It came to rest almost directly south of the parking area where I sat. The scars in the vegetation indicated that it was traveling downstream as it struck the ground, but the plane was pointed upstream when it came to rest.

I had a full unobstructed view of this event from the time the aircraft was on final approach, to just before it contacted the ground. The accident took place at about noon local time on June 21st, 2018.



6-25-18