



Aviation Investigation Final Report

Location:	Wasilla, Alaska	Accident Number:	GAA18CA367
Date & Time:	June 14, 2018, 17:55 Local	Registration:	N3764Z
Aircraft:	Piper PA 18	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during short final, the airplane encountered moderate turbulence, but he was able to maintain runway alignment and glideslope with constant power and flight control adjustments. During the landing roll, about 20 mph, the tailwheel-equipped airplane veered right. He applied full left aileron and rudder corrections, but the airplane continued to the right, exited the runway, impacted a post, and came to rest upright in a row of trees.

The airplane sustained substantial damage to the left wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The weather observation station located about 7 nautical miles from the accident site reported that, about 1 minute after the accident, wind was variable at 6 knots, gusting to 15 knots. The pilot reported that the wind was from 130° at 21 knots, gusting to 30 knots. The airplane landed on runway 26.

The pilot added that, after landing, the wind sock was found to be damaged and was not indicating wind direction properly; it was replaced after the accident.

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 landing in gusting tailwind conditions.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Tailwind - Effect on equipment
Environmental issues	Gusts - Effect on equipment
Environmental issues	Pole - Contributed to outcome
Environmental issues	Wind sock - Effect on personnel

Factual Information

History of Flight

Approach-IFR final approach	Other weather encounter
Landing-flare/touchdown	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor; Military	Age:	53, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	December 4, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 18, 2018
Flight Time:	(Estimated) 12650 hours (Total, all aircraft), 4 hours (Total, this make and model), 3668 hours (Pilot In Command, all aircraft), 131 hours (Last 90 days, all aircraft), 81 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3764Z
Model/Series:	PA 18 150	Aircraft Category:	Airplane
Year of Manufacture:	1960	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	18-7527
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 18, 2018 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1747 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	O-320-A@B
Registered Owner:		Rated Power:	160 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAWS,354 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	01:56 Local	Direction from Accident Site:	247°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/ 15 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.86 inches Hg	Temperature/Dew Point:	21°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Wasilla, AK (0AK1)	Type of Flight Plan Filed:	Unknown
Destination:	Wasilla, AK (0AK1)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	ANDERSON LAKE OAK1	Runway Surface Type:	Gravel
Airport Elevation:	463 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	1800 ft / 40 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.616943,-149.32167(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Marcus Roulet; FAA; Anchorage, AK
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97544

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