



# Aviation Investigation Final Report

<b>Location:</b>	St. Mary's, Alaska	<b>Accident Number:</b>	GAA18CA567
<b>Date &amp; Time:</b>	September 20, 2018, 20:00 Local	<b>Registration:</b>	N8192D
<b>Aircraft:</b>	Piper PA18	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Miscellaneous/other	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the tailwheel-equipped airplane reported that, during the landing at an off-airport dirt and grass landing area, the ground was very slippery. During the landing roll, the airplane struck a few holes and bumps, and the airplane rocked side to side. The airplane's left wing struck the ground and "pushed up," which caused the right wing to strike and catch the ground. The airplane ground looped to the right and came to rest in a nose-down attitude.

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.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's selection of an unsuitable off-airport landing area, which resulted in a ground loop.

## Findings

<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Environmental issues</b>	Rough terrain - Decision related to condition
<b>Environmental issues</b>	Rough terrain - Effect on operation
<b>Environmental issues</b>	Wet/muddy terrain - Decision related to condition
<b>Environmental issues</b>	Wet/muddy terrain - Effect on operation

## Factual Information

### History of Flight

Landing	Collision with terr/obj (non-CFIT)
Landing	Miscellaneous/other (Defining event)
Landing	Nose over/nose down

### Pilot Information

Certificate:	Private	Age:	29,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	June 27, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 17, 2018
Flight Time:	(Estimated) 350 hours (Total, all aircraft), 135 hours (Total, this make and model), 350 hours (Pilot In Command, all aircraft), 61 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8192D
Model/Series:	PA18 150	Aircraft Category:	Airplane
Year of Manufacture:	1957	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18-6130
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 16, 2017 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3693 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-360-C4P
Registered Owner:		Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	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>	PASM,312 ft msl	<b>Distance from Accident Site:</b>	33 Nautical Miles
<b>Observation Time:</b>	04:02 Local	<b>Direction from Accident Site:</b>	203°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 1000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.04 inches Hg	<b>Temperature/Dew Point:</b>	10°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	St. Mary's, AK (ksm )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	St. Mary's, AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	62.569999,-162.850006(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Benhoff, Kathryn
<b>Additional Participating Persons:</b>	Harold Robertson; FAA; Anchorage, AK
<b>Original Publish Date:</b>	April 8, 2019
<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=98345">https://data.nts.gov/Docket?ProjectID=98345</a>

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](#).