



Aviation Investigation Final Report

Location:	Palmer, Alaska	Accident Number:	GAA18CA422
Date & Time:	July 15, 2018, 16:00 Local	Registration:	N3982Z
Aircraft:	Piper PA18S	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, during the landing roll on a soft-field runway, the tail started to lift. He maintained aft pressure on the control stick, but the tail continued to lift, and the airplane nosed over.

The airplane sustained substantial damage to the left and right wing lift struts.

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

The pilot added that the wind was from 110° at 6 knots. The airport's automated weather observation station reported that, about the time of the accident, the wind was calm. The pilot landed the airplane on runway 16.

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 pitch control during the landing roll.

Findings

Aircraft	Pitch control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	56,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
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:	April 1, 2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 13, 2014
Flight Time:	(Estimated) 1350 hours (Total, all aircraft), 1350 hours (Total, this make and model), 1350 hours (Pilot In Command, all aircraft), 0.3 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3982Z
Model/Series:	PA18S 150	Aircraft Category:	Airplane
Year of Manufacture:	1963	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18-7925
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 6, 2018 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	6579.4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320 SERIES
Registered Owner:		Rated Power:	150 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:	PAAQ,230 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	00:53 Local	Direction from Accident Site:	302°
Lowest Cloud Condition:	Few / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.77 inches Hg	Temperature/Dew Point:	17°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Palmer, AK (PAQ)	Type of Flight Plan Filed:	None
Destination:	Palmer, AK (PAQ)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Palmer Buddy Woods Muni PAQ	Runway Surface Type:	Asphalt
Airport Elevation:	248 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	6006 ft / 100 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:	61.595001,-149.088607(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Tom Cunningham; FAA; Anchorage, AK
Original Publish Date:	June 10, 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=97767

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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](#).