



# Aviation Investigation Final Report

<b>Location:</b>	Albuquerque, New Mexico	<b>Accident Number:</b>	CEN18CA176
<b>Date &amp; Time:</b>	May 17, 2018, 18:47 Local	<b>Registration:</b>	N7265K
<b>Aircraft:</b>	Piper PA 18	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

After an uneventful 40-minute cross-country flight, the pilot set up to land his tailwheel airplane. The pilot checked with the tower and the controller reported the wind from 240° at 17 knots, gusting to 25 knots. The pilot set up to land on runway 22. The pilot stated that upon landing, the airplane encountered a strong gusty crosswind and he lost directional control. The airplane veered to the left across the runway surface and flipped inverted, resulting in substantial damage to the wings, wing struts, and fuselage.

## Probable Cause and Findings

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

The pilot's loss of directional control following an encounter with gusty crosswind during landing.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Gusts - Effect on operation
<b>Aircraft</b>	Directional control - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing</b>	Other weather encounter
<b>Landing</b>	Loss of control on ground (Defining event)
<b>Landing</b>	Runway excursion
<b>Landing</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 None	<b>Last FAA Medical Exam:</b>	February 20, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1540 hours (Total, all aircraft), 12 hours (Total, this make and model), 31 hours (Last 90 days, all aircraft), 20 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>	N7265K
<b>Model/Series:</b>	PA 18 105 SPECIA	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1950	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18-158
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 16, 2018 Annual	<b>Certified Max Gross Wt.:</b>	1499 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1400 Hrs at time of accident	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-A2B
<b>Registered Owner:</b>		<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	On file	<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>	AEG, 5837 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	18:47 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Few / 16000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	18 knots / 24 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.85 inches Hg	<b>Temperature/Dew Point:</b>	29°C / -15°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Farmington, NM (FMN )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Albuquerque, NM (AEG )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:40 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Double Eagle II Airport AEG	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5837 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7398 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<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 Minor	<b>Latitude, Longitude:</b>	35.145278,-106.79528(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lemishko, Alexander
<b>Additional Participating Persons:</b>	Ray Romero; FAA FSDO; Albuquerque, NM
<b>Original Publish Date:</b>	September 10, 2018
<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=97270">https://data.nts.gov/Docket?ProjectID=97270</a>

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