



Aviation Investigation Final Report

Location:	Gulkana, Alaska	Accident Number:	GAA16CA482
Date & Time:	September 8, 2016, 17:00 Local	Registration:	N13833
Aircraft:	Piper PA18	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of a tailwheel equipped airplane reported that the left wing of the airplane impacted a tree while maneuvering at low altitude. He further reported that he continued to his intended destination and landed without further incident.

After he landed, a subsequent exam of the left wing revealed substantial damage to the left aileron.

The pilot reported no preaccident mechanical malfunctions or failures 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 failure to maintain clearance from a tree while maneuvering at low altitude.

Findings

Personnel issues	Monitoring environment - Pilot
Aircraft	Altitude - Not attained/maintained
Environmental issues	Tree(s) - Effect on equipment

Factual Information

History of Flight

Maneuvering-low-alt flying	Loss of control in flight (Defining event)
Maneuvering-low-alt flying	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	52,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	December 17, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 1, 2015
Flight Time:	(Estimated) 8555 hours (Total, all aircraft), 3035 hours (Total, this make and model), 8387 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N13833
Model/Series:	PA18 150	Aircraft Category:	Airplane
Year of Manufacture:	1972	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	18-8959
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 16, 2016 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5936.8 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, not activated	Engine Model/Series:	O-320-B2B
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:	PAGK, 1562 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	00:53 Local	Direction from Accident Site:	214°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 18 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.86 inches Hg	Temperature/Dew Point:	15°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PALMER, AK (PAQ)	Type of Flight Plan Filed:	None
Destination:	TOK, AK (6K8)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

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:	62.203056,-145.395553(est)

Administrative Information

Investigator In Charge (IIC):	Vanover, Jackie
Additional Participating Persons:	John Harrington; FAA; Anchorage, AK
Original Publish Date:	February 6, 2017
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=94005

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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](#).