



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Cantwell, Alaska	Accident Number:	GAA18CA376
Date & Time:	June 25, 2018, 08:53 Local	Registration:	N249T
Aircraft:	Piper PA 18	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Due to weather ahead, the pilot decided to land on a gravel strip to wait out the weather. During the landing roll, the tailwheel-equipped airplane became airborne after passing over a low spot on the gravel; the pilot increased the engine power to full to perform a go-around, but the airplane's right wing struck a 10 ft-tall post, which he had not seen, and the airplane impacted the ground.

The airplane sustained substantial damage to the right 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 failure to see and avoid a post during a go-around following a landing on unsuitable terrain.

Findings

Personnel issues	Monitoring environment - Pilot
Environmental issues	(general) - Effect on operation
Environmental issues	Sloped/uneven terrain - Effect on operation

Factual Information

History of Flight

Enroute	Off-field or emergency landing
Landing-aborted after touchdown	Collision during takeoff/land (Defining event)

Pilot Information

Certificate:	Commercial	Age:	51,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	September 29, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 14, 2017
Flight Time:	(Estimated) 2617 hours (Total, all aircraft), 108 hours (Total, this make and model), 1968 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N249T
Model/Series:	PA 18 105	Aircraft Category:	Airplane
Year of Manufacture:	1953	Amateur Built:	
Airworthiness Certificate:	Normal; Restricted (Special)	Serial Number:	18-2363
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 19, 2018 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	7418 Hrs	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:	PAIN, 1720 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	16:56 Local	Direction from Accident Site:	345°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 10000 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:	29.82 inches Hg	Temperature/Dew Point:	11°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PALMER, AK (4AK6)	Type of Flight Plan Filed:	None
Destination:	CLEAR, AK (PACL)	Type of Clearance:	Traffic advisory
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:	63.566387,-148.815826(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Shawn Gannon; FAA; Anchorage, AK Shawn Luellen; FAA; Anchorage, AK
Original Publish Date:	June 5, 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=97572

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](#).