



Aviation Investigation Final Report

Location:	Kenai, Alaska	Accident Number:	GAA18CA558
Date & Time:	September 13, 2018, 11:10 Local	Registration:	N7184B
Aircraft:	Piper PA18	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during approach, he made a relatively steep descent with full flaps. During touchdown on the unimproved airstrip, the tailwheel-equipped airplane landed hard and bounced. The airplane touched down again angled to the left and veered off the runway to the left during the roll on the uneven, dirt surface. Subsequently, the left wing impacted a tree, and the airplane pivoted into an adjacent tree.

The airplane sustained substantial damage to the left wing and fuselage.

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 improper landing flare, which resulted in a hard, bounced landing and subsequent loss of directional control on an unimproved airstrip.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Sloped/uneven terrain - Effect on operation
Environmental issues	Tree(s) - Contributed to outcome

Factual Information

History of Flight

Landing	Hard landing
Landing	Loss of control on ground (Defining event)
Landing	Runway excursion
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	70,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:	September 28, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 31, 2018
Flight Time:	(Estimated) 1045 hours (Total, all aircraft), 773 hours (Total, this make and model), 1025 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7184B
Model/Series:	PA18 150	Aircraft Category:	Airplane
Year of Manufacture:	1956	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18-5224
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 28, 2017 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3754 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2A
Registered Owner:		Rated Power:	
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:	PALV,60 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	232°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	16°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kenai, AK (ENA)	Type of Flight Plan Filed:	None
Destination:	Kenai, AK	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:	60.940834,-151.960556(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	David Longan; FAA; Kenai, AK
Original Publish Date:	March 18, 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=98305

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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](#).