



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Yakutat, Alaska | Accident Number: | GAA18CA363 |
| Date & Time: | June 19, 2018, 14:00 Local | Registration: | N9819D |
| Aircraft: | Piper PA22 | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 3 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot of the tailwheel-equipped airplane reported that, after touchdown, the airplane began oscillating and that it then exited the runway to the right. The airplane ground looped to the right, the left main landing gear collapsed, and the left wing impacted the ground.

The airplane sustained substantial damage to the left 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 maintain directional control during landing.

Findings

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|-------------------------|-----------------------------------------------|
| Personnel issues | Aircraft control - Pilot |
| Aircraft | Directional control - Not attained/maintained |

Factual Information

History of Flight

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|----------------|--------------------------------------------|
| Landing | Miscellaneous/other |
| Landing | Loss of control on ground (Defining event) |
| Landing | Landing gear collapse |

Pilot Information

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|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------------------|
| Certificate: | Airline transport; Flight instructor | Age: | 38,Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Lap only |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane single-engine; Instrument airplane | Toxicology Performed: | No |
| Medical Certification: | Class 1 With waivers/limitations | Last FAA Medical Exam: | May 17, 2018 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | January 19, 2018 |
| Flight Time: | (Estimated) 6575.8 hours (Total, all aircraft), 101 hours (Total, this make and model), 5145.5 hours (Pilot In Command, all aircraft), 103.1 hours (Last 90 days, all aircraft), 44.4 hours (Last 30 days, all aircraft), 0.3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|----------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Piper | Registration: | N9819D |
| Model/Series: | PA22 160 | Aircraft Category: | Airplane |
| Year of Manufacture: | 1959 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 22-6706 |
| Landing Gear Type: | Tailwheel | Seats: | 4 |
| Date/Type of Last Inspection: | April 14, 2018 Annual | Certified Max Gross Wt.: | 2000 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3604.2 Hrs as of last inspection | Engine Manufacturer: | Lycoming |
| ELT: | Installed, not activated | Engine Model/Series: | O-320-A2B |
| Registered Owner: | | Rated Power: | 150 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|-----------------------------------------|----------------------------------|---------------------------------------------|------------------|
| Conditions at Accident Site: | Instrument (IMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | PAYA, 31 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 22:53 Local | Direction from Accident Site: | 312° |
| Lowest Cloud Condition: | | Visibility | 10 miles |
| Lowest Ceiling: | Overcast / 800 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: | 30.13 inches Hg | Temperature/Dew Point: | 13°C / 11°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Yakutat, AK (A68) | Type of Flight Plan Filed: | None |
| Destination: | Yakutat, AK (YAK) | Type of Clearance: | Special VFR |
| Departure Time: | | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|------------------|----------------------------------|-----------|
| Airport: | YAKUTAT YAK | Runway Surface Type: | Asphalt |
| Airport Elevation: | 32 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 11 | IFR Approach: | None |
| Runway Length/Width: | 7732 ft / 150 ft | VFR Approach/Landing: | Full stop |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 2 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 3 None | Latitude, Longitude: | 59.508888,-139.664169(est) |

Administrative Information

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|------------------------------------------|-------------------------------------------------------------------------------------------------------|
| Investigator In Charge (IIC): | Benhoff, Kathryn |
| Additional Participating Persons: | Mathew Dahl; FAA; Juneau, 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=97530 |

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](#).