



Aviation Investigation Final Report

Location:	Palmer, Alaska	Accident Number:	GAA18CA525
Date & Time:	August 31, 2018, 18:00 Local	Registration:	N5373Y
Aircraft:	Piper PA18	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during takeoff from an unimproved, gravel airstrip, the tailwheel-equipped airplane veered right and then struck an airplane parked on the right side of the airstrip.

The airplane sustained substantial damage to both wings, the fuselage, and the elevator.

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 takeoff.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Aircraft - Effect on operation
Environmental issues	Rough terrain - Contributed to outcome

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	65, 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:	March 13, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 14, 2017
Flight Time:	(Estimated) 679 hours (Total, all aircraft), 679 hours (Total, this make and model), 679 hours (Pilot In Command, all aircraft), 83 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5373Y
Model/Series:	PA18 150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18-8140
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		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

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAJV,550 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	01:53 Local	Direction from Accident Site:	221°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 9000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.82 inches Hg	Temperature/Dew Point:	13°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Palmer, AK	Type of Flight Plan Filed:	None
Destination:	Wasilla, AK (IYS)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	62.095554,-148.212219(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Marcus Roulet; FAA; Anchorage, 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=98229

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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](#).