Aviation Investigation Final Report

Location:	Goose Bay, Alaska	**Accident Number:**	GAA18CA269
Date & Time:	May 7, 2018, 15:00 Local	**Registration:**	N2432H
Aircraft:	Piper PA 18-150	**Aircraft Damage:**	Substantial
Defining Event:	Loss of control on ground	**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the student pilot in the tailwheel-equipped airplane, during his initial solo flight in the airport traffic pattern, he performed a go-around because "I did not like my approach." Following the next approach, he recalled that the airplane encountered a left crosswind gust when the airplane touched down on the gravel runway. He believed that the wind had shifted, and the airplane's tail was "blown" to the right, and its nose turned to the left. The airplane moved from the crown of the runway onto the down-sloping runway edge, and the tailwheel entered the soft gravel. The right wing tip then struck the ground, and the airplane exited the left side of the runway before it came to rest.

The airplane sustained substantial damage to the right wing spar.

The nearest METAR, located 9 miles south of the accident site, reported that, about the time of the accident, the wind was from 280° at 7 knots. The airplane landed on runway 8. The pilot reported that the wind at the time of the accident was variable at 6 knots, gusting to 10 knots.

The student reported that, "I should have caught that there had been a wind shift between my touch and go and when I ground looped my aircraft. In preparation for landing a final check of the windsock needs to be done, every time. If there is a crosswind, a wing low approach would have helped avoid losing control of the aircraft when I touched down."

The student reported that there were no 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 student pilot's failure to maintain directional control during landing with a gusting tailwind.

Findings

Personnel issues	Aircraft control - Student/instructed pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Tailwind - Effect on operation
Environmental issues	Gusts - Effect on operation
Environmental issues	Soft surface - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Student	**Age:**	33,Male
Airplane Rating(s):	None	**Seat Occupied:**	Front
Other Aircraft Rating(s):	None	**Restraint Used:**	4-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:**	May 19, 2015
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	(Estimated) 114 hours (Total, all aircraft), 20 hours (Total, this make and model), 14 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	**Registration:**	N2432H
Model/Series:	PA 18-150 150	**Aircraft Category:**	Airplane
Year of Manufacture:	1979	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	18-7909184
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	May 25, 2017 Annual	**Certified Max Gross Wt.:**	1750 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	5214.63 Hrs as of last inspection	**Engine Manufacturer:**	LYCOMING
ELT:	C126 installed, not activated	**Engine Model/Series:**	O320A2B
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:	PAED,213 ft msl	**Distance from Accident Site:**	9 Nautical Miles
Observation Time:	23:56 Local	**Direction from Accident Site:**	171°
Lowest Cloud Condition:	Few / 5000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:		**Visibility (RVR):**	
Wind Speed/Gusts:	7 knots /	**Turbulence Type Forecast/Actual:**	/ None
Wind Direction:	280°	**Turbulence Severity Forecast/Actual:**	/ N/A
Altimeter Setting:	30.12 inches Hg	**Temperature/Dew Point:**	10°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anchorage, AK (PALH)	**Type of Flight Plan Filed:**	None
Destination:	Goose Bay, AK (Z40)	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	Class G

Airport Information

Airport:	GOOSE BAY Z40	**Runway Surface Type:**	Gravel
Airport Elevation:	78 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	08	**IFR Approach:**	None
Runway Length/Width:	3000 ft / 75 ft	**VFR Approach/Landing:**	Touch and go

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:**	61.394721,-149.842224(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Matthew Mrzena; 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.ntsb.gov/Docket?ProjectID=97223