



# Aviation Investigation Final Report

<b>Location:</b>	Gilliam Glacier, Alaska	<b>Accident Number:</b>	GAA18CA494
<b>Date &amp; Time:</b>	August 12, 2018, 14:30 Local	<b>Registration:</b>	N9884D
<b>Aircraft:</b>	Piper PA18	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the tailwheel-equipped airplane reported that the weather conditions were "gusty winds with intermittent rain" and that a quartering headwind existed at the airstrip. During initial climb, a wind gust forced the airplane back into ground effect, and another gust forced the airplane back onto the airstrip. The right main landing gear collapsed, the right wing struck the ground, and the airplane came to rest nose down.

The airplane sustained substantial damage to the fuselage and wings.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The pilot reported that the wind was variable at 5 knots, gusting to 22 knots.

The pilot reported that the accident could have been prevented if he had waited for "calmer conditions."

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's improper decision to take off in gusting crosswind conditions, which resulted in a loss of control and collision with terrain.

## Findings

<b>Aircraft</b>	(general) - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Environmental issues</b>	Gusts - Effect on operation
<b>Environmental issues</b>	Crosswind - Effect on operation

## Factual Information

### History of Flight

<b>Initial climb</b>	Other weather encounter
<b>Initial climb</b>	Loss of control in flight (Defining event)
<b>Uncontrolled descent</b>	Collision with terr/obj (non-CFIT)
<b>Post-impact</b>	Landing gear collapse

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	25,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	April 24, 2014
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	February 10, 2018
<b>Flight Time:</b>	(Estimated) 613 hours (Total, all aircraft), 575 hours (Total, this make and model), 563 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N9884D
<b>Model/Series:</b>	PA18 150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1959	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Restricted (Special)	<b>Serial Number:</b>	18-6905
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	October 27, 2017 Annual	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3553.2 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C126 installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-320-E3D
<b>Registered Owner:</b>		<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PABI, 1277 ft msl	<b>Distance from Accident Site:</b>	41 Nautical Miles
<b>Observation Time:</b>	21:53 Local	<b>Direction from Accident Site:</b>	64°
<b>Lowest Cloud Condition:</b>	Scattered / 7000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 13000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	16 knots / 34 knots	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	140°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.64 inches Hg	<b>Temperature/Dew Point:</b>	18°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Gilliam Glacier, AK	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Fairbanks, AK (FAI )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	63.699722,-147.126388(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Nepomuceno, Eleazar
<b>Additional Participating Persons:</b>	Marcus Roulet; FAA; Anchorage, AK
<b>Original Publish Date:</b>	February 11, 2020
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=98095">https://data.nts.gov/Docket?ProjectID=98095</a>

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