



Aviation Investigation Final Report

Location:	Tyonek, Alaska	Accident Number:	GAA18CA520
Date & Time:	August 15, 2018, 14:00 Local	Registration:	N4165Z
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 in the tailwheel-equipped airplane reported that, before landing on the narrow, gravel airstrip, the airplane encountered a wind gust from the right that "pushed me to the left a few feet." The airplane's left wing contacted brush on the left side of the airstrip, and the airplane then exited the left side of the airstrip. The airplane descended into a 2-ft-deep ditch and stopped.

The airplane sustained substantial damage to the left wing spar.

The pilot reported that the wind conditions were variable and gusting to 8 knots, that the skies were clear, and that the visibility exceeded 10 miles.

The pilot 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 pilot's failure to maintain directional control during landing in gusting wind conditions.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Tree(s) - Contributed to outcome

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	33,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:	July 13, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 20, 2018
Flight Time:	(Estimated) 149.8 hours (Total, all aircraft), 64.8 hours (Total, this make and model), 117 hours (Pilot In Command, all aircraft), 36.4 hours (Last 90 days, all aircraft), 12.1 hours (Last 30 days, all aircraft), 1.7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4165Z
Model/Series:	PA18 150	Aircraft Category:	Airplane
Year of Manufacture:	1965	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18-8346
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 3, 2018 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	16170 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	O-320
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:	PALV,60 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	22:53 Local	Direction from Accident Site:	344°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	15°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Soldotna, AK (PASX)	Type of Flight Plan Filed:	None
Destination:	Soldotna, AK (PASX)	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:	60.58889,-152.161941(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Matthew Dahl; FAA; Juneau, AK
Original Publish Date:	June 10, 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=98202

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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](#).