



National Transportation Safety Board Aviation Accident Final Report

Location:	Yelm, WA	Accident Number:	SEA08CA039
Date & Time:	11/24/2007, 1030 PST	Registration:	N3250B
Aircraft:	Piper PA-18A-135	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

While landing on a gravel river bar in a tailwheel-equipped airplane, the pilot failed to maintain directional control during the landing roll, resulting in the aircraft impacting a log located adjacent to the intended landing area which resulted in substantial damage to the fuselage. A post-accident inspection of the aircraft revealed no mechanical anomalies.

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 of the tailwheel-equipped airplane during landing roll. Contributing factors were the rough/uneven terrain and log.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - ROUGH/UNEVEN
3. (F) OBJECT - OTHER
4. TERRAIN CONDITION - SAND BAR

Factual Information

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	10/01/2006
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	228 hours (Total, all aircraft), 54 hours (Total, this make and model), 120 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3250B
Model/Series:	PA-18A-135	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-3265
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	12/01/2006, Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	44.7 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-C2A
Registered Owner:	On file	Rated Power:	150 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 Miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Puyallup, WA (PLU)	Type of Flight Plan Filed:	None
Destination:	Yelm, WA	Type of Clearance:	None
Departure Time:	0945 PST	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	46.926944, -122.465556

Administrative Information

Investigator In Charge (IIC):	Joshua D Cawthra	Report Date:	12/20/2007
Additional Participating Persons:	Brian Wilson; Seattle, Washington FSDO		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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](#).