



Aviation Investigation Final Report

Location:	SKWENTNA, Alaska	Accident Number:	ANC23LA064
Date & Time:	August 22, 2023, 12:00 Local	Registration:	N4111Z
Aircraft:	Piper PA-18	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported he landed on an unimproved strip, and then elected to reposition the airplane through an area of tall grass. During taxi, the main landing gear wheels hit a dip in the uneven terrain, and the airplane nosed over, sustaining substantial damage to the rudder and right wing.

The pilot reported that there were no pre-accident 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 decision to taxi the airplane through tall grass without visual reference to the surface which obscured uneven terrain.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	Sloped/uneven terrain - Effect on operation

Factual Information

History of Flight

Taxi-from runway	Collision with terr/obj (non-CFIT) (Defining event)
Taxi-from runway	Nose over/nose down

Pilot Information

Certificate:	Airline transport; Commercial; Private	Age:	38,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1	Last FAA Medical Exam:	January 16, 2023
Occupational Pilot:		Last Flight Review or Equivalent:	May 22, 2023
Flight Time:	7976 hours (Total, all aircraft), 448 hours (Total, this make and model), 4796 hours (Pilot In Command, all aircraft), 107 hours (Last 90 days, all aircraft), 62 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4111Z
Model/Series:	PA-18	Aircraft Category:	Airplane
Year of Manufacture:	1964	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18-8153
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 4, 2023 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5105 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	O-320 A2B
Registered Owner:	On file	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:	PATK,350 ft msl	Distance from Accident Site:	44 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	52°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	16°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anchorage, AK (PALH)	Type of Flight Plan Filed:	None
Destination:	SKWENTNA, AK	Type of Clearance:	VFR
Departure Time:	10:30 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.877966,-151.34587

Administrative Information

Investigator In Charge (IIC):	Hill, Millicent
Additional Participating Persons:	Kristian Gromada; FAA/FSDO; Anchorage, AK
Original Publish Date:	April 4, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192953

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).