



# Aviation Investigation Final Report

<b>Location:</b>	McGrath, Alaska	<b>Accident Number:</b>	ANC23LA083
<b>Date &amp; Time:</b>	September 15, 2023, 18:30 Local	<b>Registration:</b>	N1755P
<b>Aircraft:</b>	Piper PA-18-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that, while landing at a remote, off-airport site, a gust of wind pushed the airplane into a stand of trees, which resulted in substantial damage to the right wing and right wing lift strut. He stated there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The pilot did not provide an NTSB Form 6120.1 Pilot/Operator Aircraft Accident/Incident Report.

## 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 after encountering a wind gust during landing that resulted in an impact with terrain.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	Gusts - Effect on equipment

## Factual Information

### History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Private	Age:	59,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 None	Last FAA Medical Exam:	July 28, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	995 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1755P
Model/Series:	PA-18-150	Aircraft Category:	Airplane
Year of Manufacture:	1957	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18-4075
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-320
Registered Owner:	On file	Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	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>	AMC,338 ft msl	<b>Distance from Accident Site:</b>	2 Nautical Miles
<b>Observation Time:</b>	15:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.34 inches Hg	<b>Temperature/Dew Point:</b>	12°C / 4°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	
<b>Destination:</b>	McGrath, AK	<b>Type of Clearance:</b>	Unknown
<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>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	62.946312,-155.52845(est)

## Administrative Information

Investigator In Charge (IIC):	Hill, Millicent
Additional Participating Persons:	Arthur Racicot; FAA/FSDO; Anchorage, AK
Original Publish Date:	June 28, 2024
Last Revision Date:	
Investigation Class:	<a href="#">Class 4</a>
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=193106">https://data.nts.gov/Docket?ProjectID=193106</a>

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](#).