



Aviation Investigation Final Report

| | | | |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Glennallen, Alaska | Accident Number: | ANC23LA018 |
| Date & Time: | January 13, 2023, 12:01 Local | Registration: | N5373Y |
| Aircraft: | Piper PA-18-180 | Aircraft Damage: | Substantial |
| Defining Event: | Collision with terr/obj (non-CFIT) | Injuries: | 1 Minor |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot reported that, before landing his wheel/ski-equipped airplane at a snow-covered airstrip, he elected to “drag” the site, which involved doing a series of touch-and-go landings to determine the snow conditions before doing a full stop landing. He said that after completing two successful drags on the untouched snow, during the third, he inadvertently allowed the airspeed to decay, and he was unable to get airborne again. The airplane subsequently passed the end of the airstrip and impacted a snow-covered gravel berm. The airplane sustained substantial damage to the left wing and fuselage. The pilot reported that there were no preaccident mechanical malfunctions or anomalies 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 airspeed during a drag maneuver, which resulted in an overrun and subsequent impact with terrain.

Findings

| | |
|-------------------------|------------------------------------|
| Aircraft | Airspeed - Not attained/maintained |
| Personnel issues | Decision making/judgment - Pilot |

Factual Information

History of Flight

| | |
|---------|---|
| Landing | Collision with terr/obj (non-CFIT) (Defining event) |
|---------|---|

Pilot Information

| | | | |
|---------------------------|--|-----------------------------------|------------------|
| Certificate: | Private | Age: | 69,Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | None | Restraint Used: | 4-point |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | Class 3 With waivers/limitations | Last FAA Medical Exam: | February 3, 2023 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | August 9, 2021 |
| Flight Time: | 2060 hours (Total, all aircraft), 2060 hours (Total, this make and model), 2060 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|-------------------------------|--|--------------------------------|-----------------|
| Aircraft Make: | Piper | Registration: | N5373Y |
| Model/Series: | PA-18-180 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 18-8140 |
| Landing Gear Type: | Tailwheel; Ski/wheel | Seats: | 2 |
| Date/Type of Last Inspection: | December 16, 2022 Annual | Certified Max Gross Wt.: | 2000 lbs |
| Time Since Last Inspection: | 12 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 4688 Hrs as of last inspection | Engine Manufacturer: | Lycoming |
| ELT: | C91 installed, activated, aided in locating accident | Engine Model/Series: | O-360-A2A |
| Registered Owner: | On file | Rated Power: | 180 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: | | Distance from Accident Site: | 77 Nautical Miles |
| Observation Time: | 09:00 Local | Direction from Accident Site: | 62° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | 29.92 inches Hg | Temperature/Dew Point: | -12.2°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Wasilla , AK (5L6) | Type of Flight Plan Filed: | None |
| Destination: | Eureka, AK (3AK1) | Type of Clearance: | None |
| Departure Time: | 10:30 Local | Type of Airspace: | Class G |

Wreckage and Impact Information

| | | | |
|--------------------------------|---------|---------------------------------|---------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor | Latitude, Longitude: | 62.00667,-147.30638 |

Administrative Information

| | |
|--|---|
| Investigator In Charge (IIC): | Johnson, Clinton |
| Additional Participating Persons: | Tony Bockelman; Federal Aviation Administration; Wasilla, AK |
| Original Publish Date: | April 27, 2023 |
| 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=106664 |

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](#).