



Aviation Investigation Final Report

Location:	Kenai, Alaska	Accident Number:	ANC23LA011
Date & Time:	January 2, 2023, 14:57 Local	Registration:	N94X
Aircraft:	Piper PA-18-150	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during landing on a road in flat light conditions he drifted to the right after touching down and the right tire struck unplowed snow. The pilot was unable to correct, and the airplane continued to the right into a snow berm. Subsequently, it nosed over sustaining substantial damage to the wings, lift struts, and rudder. The pilot reported no preimpact 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 flat light conditions, resulting in the airplane to nose over.

Findings

Aircraft	Directional control - Capability exceeded
Personnel issues	Aircraft control - Pilot
Environmental issues	Flat light - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	61,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 14, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 9, 2019
Flight Time:	778 hours (Total, all aircraft), 320 hours (Total, this make and model), 750 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N94X
Model/Series:	PA-18-150	Aircraft Category:	Airplane
Year of Manufacture:	1962	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18-7858
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 25, 2022 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	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

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	14:57 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Overcast	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	2896 inches Hg	Temperature/Dew Point:	0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kenai, AK (ENA)	Type of Flight Plan Filed:	None
Destination:	Nikiski, AK (AK73)	Type of Clearance:	Unknown
Departure Time:	14:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	McGahan Industrial AK73	Runway Surface Type:	
Airport Elevation:	150 ft msl	Runway Surface Condition:	Snow;Soft
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop;Traffic pattern

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:	60.726361,-151.29916(est)

Administrative Information

Investigator In Charge (IIC): Ward, Mark

Additional Participating Persons: Scott Norman; FAA

Original Publish Date: March 30, 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=106557>

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](#).