



National Transportation Safety Board Aviation Accident Final Report

Location:	NENANA, AK	Accident Number:	ANC97TA096
Date & Time:	07/02/1997, 0815 AKD	Registration:	N5582C
Aircraft:	Piper PA-18	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

The pilot was landing a tundra tire and tailwheel equipped airplane on an asphalt surfaced runway for the purpose of practicing touch-and-go landings. During the landing roll, the airplane ground looped to the right. The left main gear collapsed, and the left wing struck the ground. The pilot indicated he had accrued 172.4 hours of total pilot experience with about 18 hours in tailwheel airplanes. The airplane received damage to the left wing, left landing gear, left elevator, and the fuselage, forward of the tail wheel. Also, the pilot reported calm wind conditions.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to maintain directional control of the airplane, which resulted in an inadvertent ground loop and a collapsed main landing gear. His lack of experience in tailwheel airplanes was a related factor.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

4. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

On July 2, 1997, about 0815 Alaska daylight time, a tundra tire equipped Piper PA-18, N5582C, crashed during landing at the Nenana Municipal Airport, Nenana, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country government flight under Title 14 CFR Part 91 when the accident occurred. The airplane, operated by the Alaska State Troopers, Fairbanks, Alaska, sustained substantial damage. The certificated private pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed. A VFR flight plan was filed. The flight originated at the Fairbanks International Airport, Fairbanks, about 0730.

On July 2, 1997, the pilot reported in a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), he was planning to practice touch and go landings. During the initial landing roll on runway 03, an asphalt covered runway, the airplane ground looped to the right. The left main gear collapsed, and the left wing struck the ground. The pilot indicated he had accrued 172.4 hours of total pilot experience with about 18 hours in tailwheel airplanes.

Federal Aviation Administration (FAA) inspectors, Fairbanks Flight Standards District Office (FSDO), reported the airplane received damage to the left wing, left landing gear, left elevator, and the fuselage, forward of the tail wheel.

The passenger reported the weather conditions as clear; visibility, 10 miles in haze; temperature, 75 degrees F; and calm wind conditions.

Pilot Information

Certificate:	Private	Age:	46, 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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/18/1997
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	172 hours (Total, all aircraft), 11 hours (Total, this make and model), 59 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5582C
Model/Series:	PA-18 PA-18	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-8473
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	06/18/1997, 100 Hour	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	14 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6847 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	ALASKA DEPT. PUBLIC SAFETY	Rated Power:	160 hp
Operator:	ALASKA STATE TROOPERS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:	FAIRBANKS, AK (FAI)	Type of Flight Plan Filed:	VFR
Destination:	(ENN)	Type of Clearance:	None
Departure Time:	0730 ADT	Type of Airspace:	Class G

Airport Information

Airport:	NENANA (ENN)	Runway Surface Type:	Asphalt
Airport Elevation:	362 ft	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	SCOTT R ERICKSON	Report Date:	07/13/1998
Additional Participating Persons:	BOB WESNER; FAIRBANKS, AK		
Publish Date:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.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](#).