



National Transportation Safety Board Aviation Accident Final Report

Location:	Bethel, AK	Accident Number:	ANC05CA054
Date & Time:	04/03/2005, 1700 AKD	Registration:	N9091D
Aircraft:	Piper PA-18	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot reported he was landing the tailwheel-equipped airplane on runway 36, which required a correction for a left crosswind. During the landing touchdown, the airplane bounced slightly and settled onto the right main tire. He said he attempted to abort the landing, but the airplane went off the runway, and ground looped to the right. The airplane sustained structural damage to the wings, fuselage, and empennage. The pilot noted there were no preaccident mechanical problems with the airplane. A weather observation taken at the time of the accident consisted of: Sky conditions and ceiling, 1,500 feet scattered; visibility, 10 statute miles; wind, 320 degrees (magnetic) at 11 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to compensate for a crosswind during an aborted landing, which resulted in a loss of directional control. A factor associated with the accident was a crosswind.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: OVERRUN
Phase of Operation: LANDING - ABORTED

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ABORTED

Findings

4. TERRAIN CONDITION - RUNWAY

Factual Information

Pilot Information

Certificate:	Private	Age:	47, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	06/01/2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	60 hours (Total, all aircraft), 40 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9091D
Model/Series:	PA-18	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-6469
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	08/01/2004, Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3907 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	Paul D. Tony	Rated Power:	160 hp
Operator:	Paul D. Tony	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BET, 123 ft msl	Distance from Accident Site:	
Observation Time:	1704 ADT	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 1500 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.62 inches Hg	Temperature/Dew Point:	-17°C / -21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	McGrath, AK (MCG)	Type of Flight Plan Filed:	VFR
Destination:	Bethel, AK (BET)	Type of Clearance:	None
Departure Time:	1354 ADT	Type of Airspace:	

Airport Information

Airport:	Bethel (BET)	Runway Surface Type:	
Airport Elevation:	123 ft	Runway Surface Condition:	
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	6398 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	60.766667, -161.833333

Administrative Information

Investigator In Charge (IIC):	Clinton O Johnson	Report Date:	09/13/2005
Additional Participating Persons:	Larry K Peterson; Anchorage FSDO		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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.nts.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](#).