



National Transportation Safety Board Aviation Accident Final Report

Location:	Grangeville, ID	Accident Number:	WPR10CA049
Date & Time:	11/01/2009, 0715 PST	Registration:	N82213
Aircraft:	PIPER PA-18-150	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot, who was making a visual-flight-rules approach to an 800-foot-long remote airstrip, overflew the runway to observe the windsock. Because he observed the windsock hanging limp, he assumed that the winds around the runway were calm, and therefore continued his approach. About the time he reached the approach end of the uphill-sloping runway, the airplane encountered a strong tailwind gust, which pushed it "...too far up the strip to land." The pilot therefore executed a go-around, but his decision was "too late" and he was therefore unable to outclimb the terrain on the departure end of the runway. During the go-around sequence, the airplane's landing gear came in contact with brush and it flipped over onto its back. Ground witnesses told the pilot that all morning the winds had been variable in direction and had been changing rapidly from nearly calm to gusting as high as 20 miles per hour.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delayed decision to execute a go-around in gusting winds and with up-sloping terrain.

Findings

Personnel issues	Decision making/judgment - Pilot (Cause)
Environmental issues	Sloped/uneven terrain - Contributed to outcome Tailwind - Effect on operation Gusts - Effect on operation

Factual Information

History of Flight

Approach-VFR go-around Collision with terr/obj (non-CFIT) (Defining event)

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last Medical Exam:	09/18/2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	10/07/2008
Flight Time:	2101 hours (Total, all aircraft), 567 hours (Total, this make and model), 14 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N82213
Model/Series:	PA-18-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-8009031
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/02/2009, Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	992 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-320 SERIES
Registered Owner:	The Solar Club, Inc.	Rated Power:	180 hp
Operator:	James J. Babb	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Scattered / 15000 ft agl	Temperature/Dew Point:	4° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Light and Variable/ 20 knots, Variable	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Grangeville, ID (S80)	Type of Flight Plan Filed:	None
Destination:	Grangeville, ID (01D8)	Type of Clearance:	None
Departure Time:	0700 PST	Type of Airspace:	

Airport Information

Airport:	Pinnacle (01D8)	Runway Surface Type:	Grass/turf
Airport Elevation:	3800 ft	Runway Surface Condition:	Rough
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	800 ft / 50 ft	VFR Approach/Landing:	Go Around

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		

Administrative Information

Investigator In Charge (IIC):	Orrin K Anderson	Adopted Date:	03/03/2010
Additional Participating Persons:	James Benning; Spokane FSDO; Spokane, WA		
Publish Date:	03/03/2010		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75033		

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