



National Transportation Safety Board Aviation Accident Data Summary

Location:	Grangeville, ID	Accident Number:	WPR10CA049
Date & Time:	11/01/2009, 0715 PST	Registration:	N82213
Aircraft:	PIPER PA-18-150	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.

Flight Events

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

Probable Cause

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-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C
Environmental issues-Physical environment-Terrain-Sloped/uneven-Contributed to outcome
Environmental issues-Conditions/weather/phenomena-Wind-Tailwind-Effect on operation
Environmental issues-Conditions/weather/phenomena-Wind-Gusts-Effect on operation

Pilot Information

Certificate:	Private	Age:	64
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	James J. Babb	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-320 SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Light and Variable/ 20 knots, Variable
Temperature:	4° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Grangeville, ID (S80)	Destination:	Grangeville, ID (0ID8)

Airport Information

Airport:	Pinnacle (0ID8)	Runway Surface Type:	Grass/turf
Runway Used:	09	Runway Surface Condition:	Rough
Runway Length/Width:	800 ft / 50 ft		

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

Administrative Information

Investigator In Charge (IIC):	Orrin K Anderson	Adopted 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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