



National Transportation Safety Board Aviation Accident Final Report

Location:	Talkeetna, AK	Accident Number:	ANC17CA023
Date & Time:	05/13/2017, 1730 AKD	Registration:	N9726N
Aircraft:	WSK-PZL WARZAWA-OKECIE PZL 104 WILGA 80	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Analysis

The pilot of a tailwheel-equipped airplane stated that, during the landing roll, the airplane veered slightly left of the runway centerline. To correct for the veer, the pilot applied right rudder, and the airplane subsequently veered right. The pilot was unable to regain directional control, and the airplane continued off the right side of the runway onto soft gravel, which resulted in a rapid right ground loop. The left landing gear leg fractured, and the left wing and elevator impacted the runway surface, which substantially damaged the left aileron and fuselage.

The pilot stated that he had no experience flying this model of airplane on wheels. According to the airplane owner, the airplane's rudder and brake system was unique and could be difficult to operate. 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 the landing roll. Contributing to the accident were the pilot's lack of training and experience in the accident make and model airplane.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause) Training with equipment - Pilot (Factor) Total experience w/ equipment - Pilot (Factor)
Environmental issues	Terrain - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event) Attempted remediation/recovery Runway excursion Collision with terr/obj (non-CFIT)
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Pilot Information

Certificate:	Airline Transport; Flight Instructor; Flight Engineer	Age:	60, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	03/23/2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	03/26/2016
Flight Time:	(Estimated) 10001 hours (Total, all aircraft), 1 hours (Total, this make and model), 4059 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	WSK-PZL WARZAWA-OKECIE	Registration:	N9726N
Model/Series:	PZL 104 WILGA 80	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	CF139510
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	05/09/2016, Annual	Certified Max Gross Wt.:	3086 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	658.7 Hours as of last inspection	Engine Manufacturer:	PZL
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	M-14
Registered Owner:	Jerry Jacques	Rated Power:	260 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PATK, 356 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0153 UTC	Direction from Accident Site:	335°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Overcast / 4600 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.61 inches Hg	Temperature/Dew Point:	9°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WILLOW, AK (UUO)	Type of Flight Plan Filed:	None
Destination:	Talkeetna, AK (TKA)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	TALKEETNA (TKA)	Runway Surface Type:	Asphalt
Airport Elevation:	364 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3500 ft / 75 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

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:	62.319167, -150.094167 (est)

Administrative Information

Investigator In Charge (IIC):	Noreen O Price	Report Date:	06/05/2019
Additional Participating Persons:	William Lowen; FAA Aviation Safety Inspector, FSDO; Anchorage, AK		
Publish Date:	06/05/2019		
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=95165		

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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](#).