



National Transportation Safety Board Aviation Accident Final Report

Location:	Palmer, AK	Accident Number:	GAA19CA538
Date & Time:	09/04/2019, 1800 AKD	Registration:	N19GB
Aircraft:	Piper PA18	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, during landing on the dry lakebed, he was following a friend's airplane. During the right turn from base to final, his airplane was too close to the airplane ahead, so he decided to make a right turn and land in a clearing. The airplane landed hard and sustained substantial damage to both wings and the fuselage. The pilot reported that there were no preaccident 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 a proper descent rate, which resulted in a hard landing.

Findings

Aircraft	Descent rate - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)

Factual Information

History of Flight

Landing	Hard landing (Defining event)
---------	-------------------------------

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	32, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Glider; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last FAA Medical Exam:	09/05/2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	08/05/2019
Flight Time:	(Estimated) 5800 hours (Total, all aircraft), 17 hours (Total, this make and model), 3380 hours (Pilot In Command, all aircraft), 77 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N19GB
Model/Series:	PA18 150	Aircraft Category:	Airplane
Year of Manufacture:	1961	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-7666
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	04/14/2019, Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4938 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	O-320 SERIES
Registered Owner:	On file	Rated Power:	180 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:	PAQ, 248 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1600 AKD	Direction from Accident Site:	130°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	15°C
Precipitation and Obscuration:			
Departure Point:	Anchorage, AK	Type of Flight Plan Filed:	None
Destination:	Wasilla, AK (4AK6)	Type of Clearance:	None
Departure Time:	1755 AKD	Type of Airspace:	Class G

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:	61.310000, -148.580000 (est)

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	03/17/2020
Additional Participating Persons:	Daniel Schneider; FAA; Anchorage, AK		
Publish Date:	03/17/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=100238		

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](#).