



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Brush, Colorado	<b>Accident Number:</b>	CEN23LA085
<b>Date &amp; Time:</b>	January 17, 2023, 14:44 Local	<b>Registration:</b>	N41529
<b>Aircraft:</b>	Piper PA-18-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Public aircraft		

## Analysis

The pilot of the tail wheel-equipped airplane reported that during the landing roll, when the airplane was slowed to taxi speed, it began to drift left. The pilot was unable to maintain directional control of the airplane and it exited the runway to the left. During the runway excursion, the airplane entered a snow-covered field adjacent to the runway, nosed over, and came to rest inverted. The airplane sustained substantial damage to the wing struts and vertical stabilizer.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

At the time of the accident, the pilot was landing on runway 25 with wind variable at 20-25 knots, gusting to 35 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 maintain directional control during the landing roll with strong gusty surface winds.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	Crosswind - Effect on operation

## Factual Information

### History of Flight

Landing-landing roll	Other weather encounter
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Runway excursion

### Pilot Information

Certificate:	Airline transport; Flight instructor; Remote	Age:	61,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Unknown
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2	Last FAA Medical Exam:	January 3, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 26, 2022
Flight Time:	6500 hours (Total, all aircraft), 250 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N41529
<b>Model/Series:</b>	PA-18-150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1989	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	1809036
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	November 4, 2022 Annual	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6825 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-C4P
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KFMM	<b>Distance from Accident Site:</b>	11 Nautical Miles
<b>Observation Time:</b>	14:35 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	Overcast / 700 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	2970 inches Hg	<b>Temperature/Dew Point:</b>	-2°C / -2°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Akron, CO (KAKO)	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	La Junta, CO (KLHX)	<b>Type of Clearance:</b>	Unknown
<b>Departure Time:</b>	11:55 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Brush Municipal Airport 7V5	<b>Runway Surface Type:</b>	Asphalt;Ice;Snow
<b>Airport Elevation:</b>	4280 ft msl	<b>Runway Surface Condition:</b>	Ice;Slush covered;Snow;Wet
<b>Runway Used:</b>	07/25	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4300 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	40.264361,-103.57563(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Otterstrom, Kevin
<b>Additional Participating Persons:</b>	Shannon Hauck ; FAA ; Colorado Springs , CO
<b>Original Publish Date:</b>	March 2, 2023
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=106590">https://data.nts.gov/Docket?ProjectID=106590</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).