

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ANC24FA008

ENGINE EXAMINATION

February 28, 2024

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A. ACCIDENT

Location: Anchor Point, Alaska
Date: December 8, 2023
Time: 1315L
Airplane: N1880P PA18-150

B. ENGINE EXAMINATION

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C. SUMMARY

On December 8, 2023, about 1315 Alaska standard time (AKST), a Piper PA-18-150 airplane, N1880P was destroyed when it was involved in an accident near Anchor Point, Alaska. The pilot and passenger were fatally injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

Review of a video from a vehicle dash-mounted camera showed the airplane in an inverted flat spin before it disappeared behind trees. The video captured the spinning, inverted airplane as it descended vertically, but it did not record the initiating event.

D. DETAILS OF THE EXAMINATION

1.1 Fuel/Fuel System

1.2 Other Systems

2.0 Engine Examination

Both magnetos were tight. Exhaust system was intact and undamaged. Air inlet filter and screen were clean with no obstructions observed. All sparkplugs were secure. The top sparkplugs were removed, and all electrodes were normal. Engine crankshaft was rotated by the propeller. During rotation the impulse coupler in the magneto could be heard clicking. All valve covers were removed, and valve train moved normally, and thumb compression was observed in all cylinders. Spark was observed at each ignition lead end.

All engine controls (throttle, mixture and propeller) were attached and secure.



Figure 1 Left side of engine



Figure 2 Right side of engine

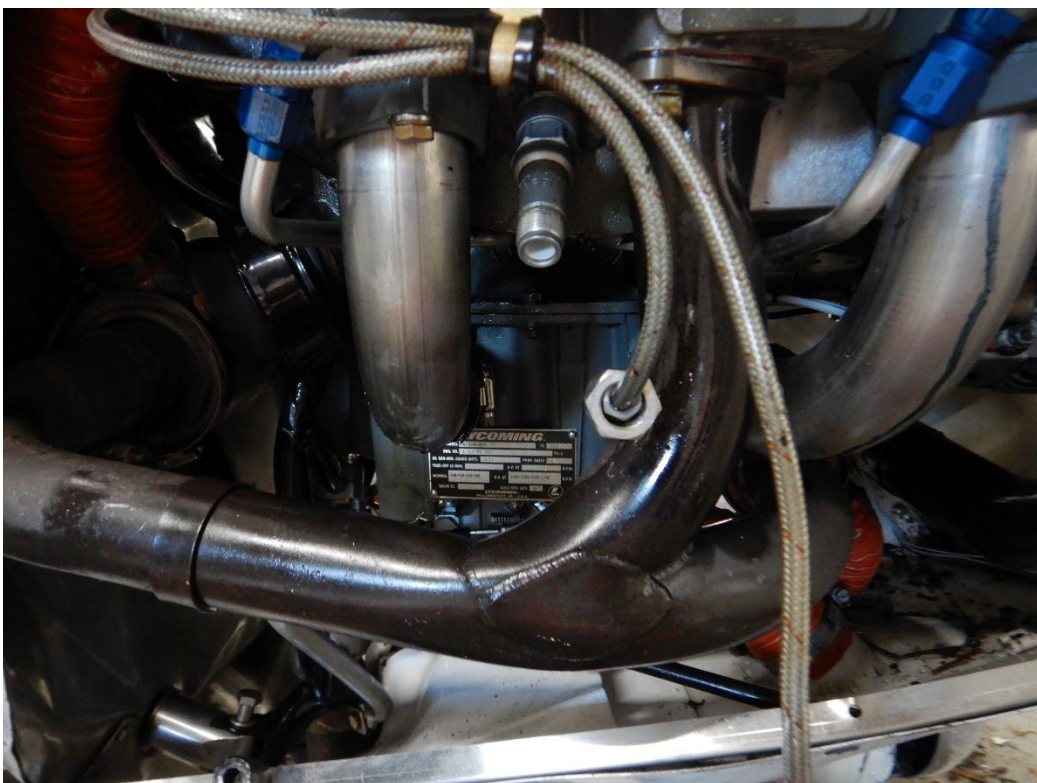


Figure 3 Lower right side of engine



Figure 4 Top right side of engine



Figure 5 Top left side of engine



Figure 6 Top view of engine

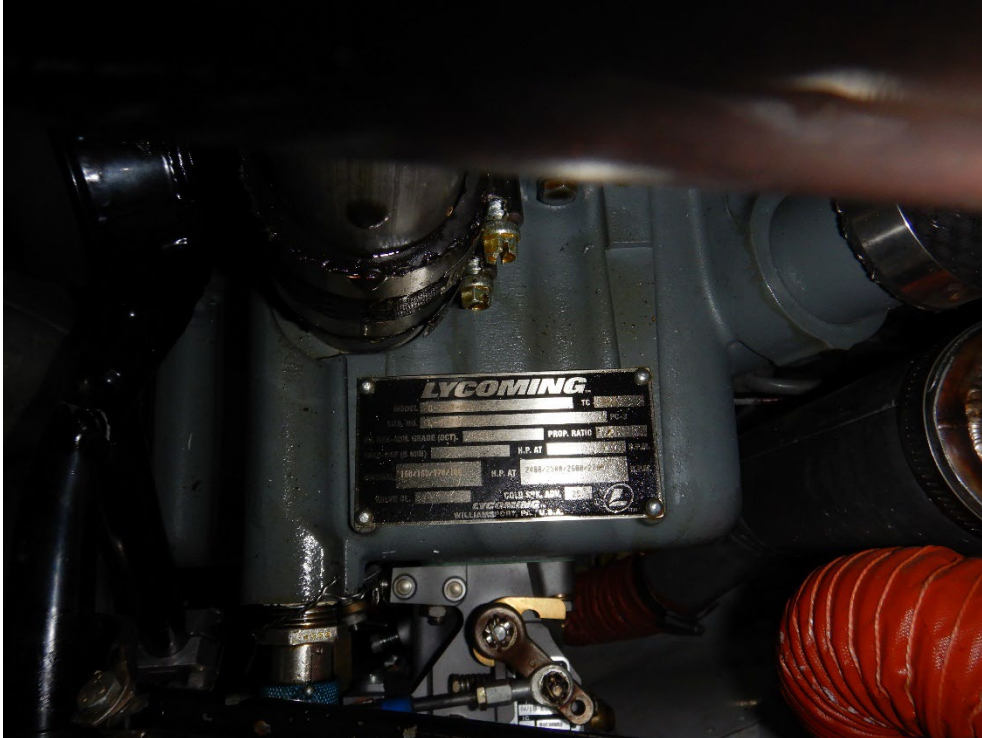


Figure 7 Induction system on engine



Figure 8 Top sparkplugs from engine



Figure 9 View looking into air intake with filter removed



Figure 10 Inside view of air intake filter

3.0 Propeller Examination

Propeller blade No.1 was folded under the airplane during impact and separated. Propeller blade No.2 had about seven and half inches of the tip separated from the main blade.



Figure 11 View of airplane hub and propeller blades



Figure 12 No.1 propeller blade



Figure 13 No.1 propeller blade view of separation point



Figure 14 No.2 propeller blade.



Figure 15 No.2 propeller blade separation point

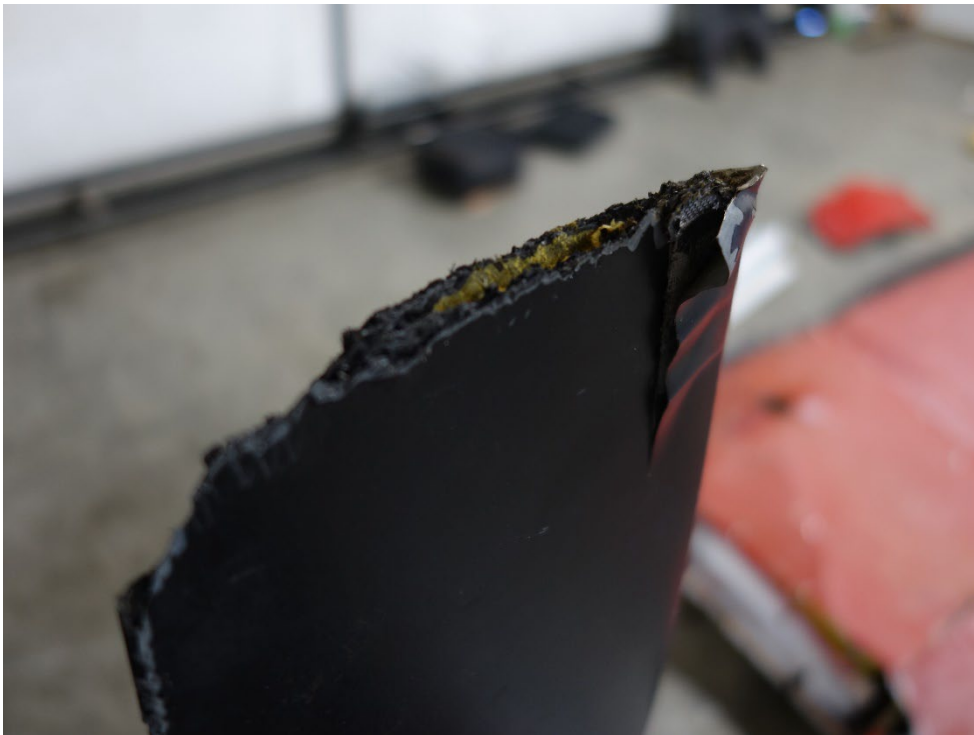


Figure 16 No.2 propeller blade separation point



Figure 17 No.2 propeller blade separation point

Submitted by:

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AAI