

National Transportation Safety Board

Office of Aviation Safety

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ANC25LA019

ENGINE EXAMINATION NOTES

February 25, 2025

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A. ACCIDENT

Location: Wasilla, Alaska
Date: February 20, 2025
Time: 1642 AKDT
0142 UTC
Airplane: Piper PA-18-150, N2447J

B. ENGINE EXAMINATION NOTES

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C. SUMMARY

On February 20, 2025, about 1642 Alaska standard time, a Piper PA-18-150 airplane, N2447J, was substantially damaged when it was involved in an accident near Wasilla, Alaska. The pilot was uninjured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

According to the pilot, during final approach while performing touch-and-go landings to the Tidewater Airport (77AK) the airplane's engine suddenly quit. After assessing that he was not capable of successfully gliding to the runway, the pilot selected a nearby hay flats as a forced landing site. During the forced landing, the right main landing gear collapsed, and the airplane's right wing impacted terrain, resulting in substantial damage to the fuselage and right wing.

A postaccident examination of the engine revealed no evidence of any preimpact mechanical malfunctions or failures that would have precluded normal operation.

D. DETAILS OF THE EXAMINATION

1.0 Engine Examination

The Airbox, carburetor, exhaust, spinner and prop, and bottom spark plugs were removed by the assisting mechanic prior to investigator arriving at the examination site.

The mechanic reported removing 14.5 gallons of 100LL aviation fuel from the right wing, 8 gallons of 100LL aviation fuel from the left wing, and 2.5 gallons of 100LL aviation fuel from the sump drains.



Figure 1 - Overall view of airplane engine (NTSB Photo)

Continuity was established on the throttle, mixture, and carburetor heat from the controls in the cockpit to the engine compartment; the cables were found already disconnected from the carburetor prior to the investigator's arrival.

The top and bottom spark plugs were removed and showed signs of normal wear. Thumb compression was verified on all cylinders.

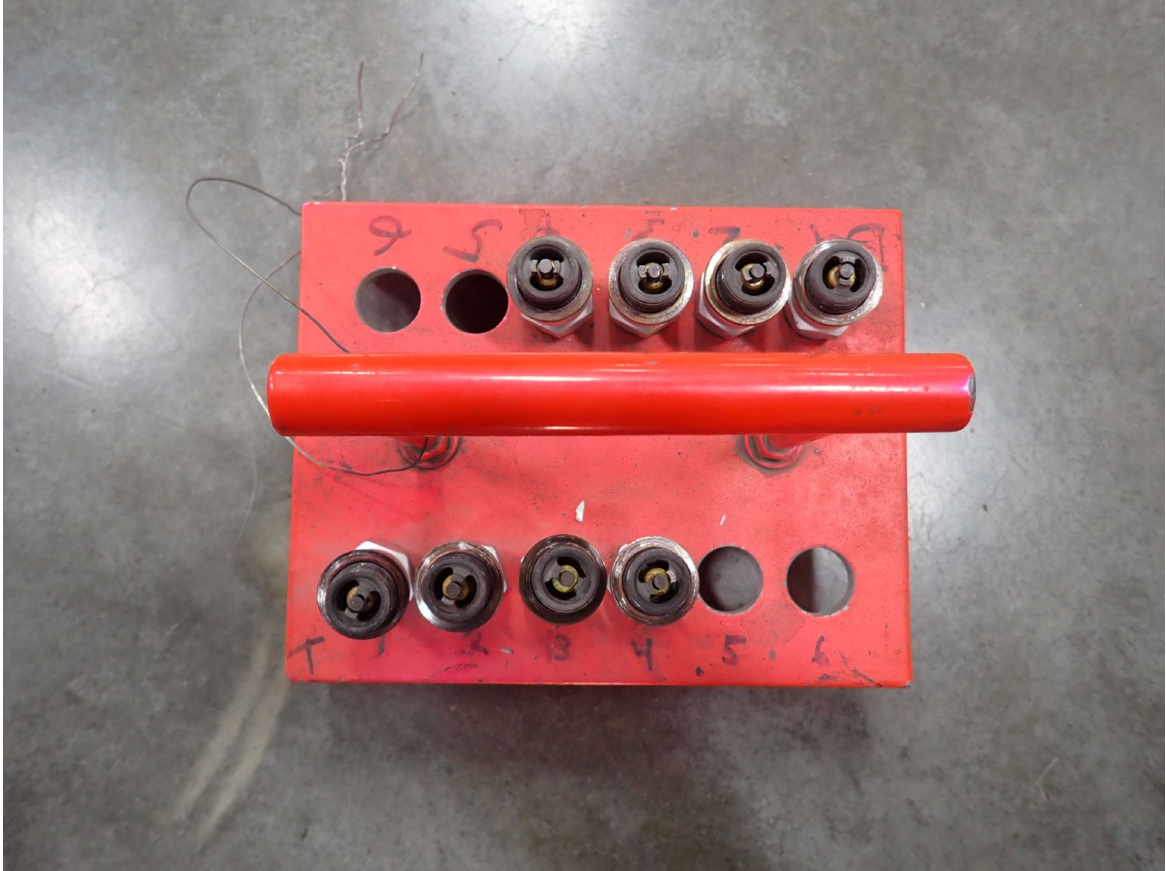


Figure 2 - Top and bottom spark plugs (NTSB Photo)

Magneto timing confirmed to 25° from Top Dead Center. The overall condition of all ignition leads were good. All 8 ignition leads were tested, and continuity was verified with no discrepancies noted.

The oil had been drained from the engine prior to the investigator's arrival. The Mechanic reported that the oil level was slightly below six quarts prior to draining. The oil pan suction screen (finger screen) was removed and an unremarkable amount of debris was discovered in the screen. The oil pressure screen was removed, and no debris was found. Debris from the suction screen was filtered and confirmed to be unremarkable.



Figure 3 - Cylinders without rocker box covers (NTSB Photo)

The rocker box covers were removed, and engine was turned; all intake and exhaust valves functioned normally. The pushrods functioned normally.

2.0 Propeller Examination



Figure 4 - Propeller with bent blade tips (NTSB Photo)

The propeller was removed from the engine prior to the arrival of the investigator at the examination site. The propeller showed deformation in the aft direction on both blade tips.

Submitted by:

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