

RE: Pilot/Operator Aircraft Accident Report form (N2791P)



Thu 4/23

You replied to this message on 4/23/2020 5:52 PM.

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Eric –

I selected the landing location because it was slightly uphill to a flat section, with descending terrain to the left. In my assessment, this left many options for landing, take-off, and go-around if needed. I was landing to the South. Feeling uncomfortable with my approach, I opted to turn out left, consistent with the go-around plan I'd made prior to approach. It was during this turn-out that the ground came much faster than anticipated despite full power and descending terrain. I bounced from the initial contact into the snowdrift. There was no forward motion at final landing, as indicated by the marks in the snow.

If you have more specific questions, please let me know.

Kellie

Photo 1 – Pilot narrative to NTSB

RE: N2791P - Powell Glacier PA-18



Fri 4/24

You replied to this message on 4/24/2020 1:39 PM.

Attached as requested ...

On April 7, 2020, I departed AQY at approximately 10:45am in my PA-18A. The plane is equipped with wheel skis. While the weather was windy with clouds in Prince William Sound, it had been calm and clear for the last 45 min of flight. I had at least three hours of fuel on board and a friend in the back seat. We intended to do some mountain flying, with the ultimate goal to land and ski.

At approximately 12:30 pm, at Sylvester Glacier, Chugach Mountains, at an approximate MSL of 6500, I was setting up for a landing, didn't like what I was seeing and decided to go around. I turned approximately 45 degrees to the left to what appeared to be descending terrain with full throttle applied. Despite full power and descending terrain, I recall the skis hitting, bouncing, and then the plane stuck in a snow drift. My passenger and I were unharmed.

I had an InReach device and contacted a friend to arrange a pickup. While waiting for our ride, I noticed the terrain and wind were different from what I thought from the air. The wind was stronger and from a different direction. As my friend is also a National Guard member, we were eventually picked up by an Alaska Guard Helicopter.

Photo 2 – Pilot narrative to FAA