



# Aviation Investigation Final Report

<b>Location:</b>	Healy, Alaska	<b>Accident Number:</b>	GAA18CA362
<b>Date &amp; Time:</b>	June 4, 2018, 12:30 Local	<b>Registration:</b>	N57787
<b>Aircraft:</b>	Piper PA18	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the tailwheel-equipped airplane reported that, during the landing roll on a downhill off-airport grass landing site, he overapplied the brakes, and the airplane nosed over and came to rest inverted.

The airplane sustained substantial damage to the fuselage and empennage.

The pilot reported that there were no preaccident mechanical failures or malfunctions 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 overapplication of the brakes during the landing roll, which resulted in a nose-over.

## Findings

<b>Aircraft</b>	Brake - Incorrect use/operation
<b>Personnel issues</b>	Use of equip/system - Pilot
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Sloped/uneven terrain - Effect on operation

## Factual Information

### History of Flight

Landing	Miscellaneous/other
Landing	Nose over/nose down (Defining event)

### Pilot Information

Certificate:	Airline transport	Age:	57,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	May 2, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 28, 2017
Flight Time:	(Estimated) 24680 hours (Total, all aircraft), 350 hours (Total, this make and model), 22 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 1.5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N57787
Model/Series:	PA18 150	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18-7709131
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 5, 2018 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2310 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	O-320 A2B
Registered Owner:		Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	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>	PAIN, 1720 ft msl	<b>Distance from Accident Site:</b>	22 Nautical Miles
<b>Observation Time:</b>	20:56 Local	<b>Direction from Accident Site:</b>	318°
<b>Lowest Cloud Condition:</b>	Few / 7000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	330°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.78 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Denali Park, AK	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Healy, AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	63.466667,-148.366668(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Kim McCartney; FAA; Anchorage, AK
<b>Original Publish Date:</b>	November 5, 2018
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97529">https://data.nts.gov/Docket?ProjectID=97529</a>

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](#).