



Aviation Investigation Final Report

Location:	Anchorage, Alaska	Accident Number:	GAA18CA385
Date & Time:	June 28, 2018, 07:15 Local	Registration:	N4714Y
Aircraft:	Piper PA18	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tundra-tire, tailwheel-equipped airplane reported that, while landing off airport on a gravel bar, he "got on the brakes a little too hard and the tail came up and the airplane flipped over."

The airplane sustained substantial damage to the left wing lift strut.

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 landing, which resulted in a nose-over.

Findings

Aircraft	Brake - Incorrect use/operation
Personnel issues	Aircraft control - Pilot
Personnel issues	Use of equip/system - Pilot

Factual Information

History of Flight

Landing	Miscellaneous/other
Landing	Nose over/nose down (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	37,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	June 16, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 10, 2016
Flight Time:	(Estimated) 324 hours (Total, all aircraft), 221 hours (Total, this make and model), 263 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4714Y
Model/Series:	PA18 150	Aircraft Category:	Airplane
Year of Manufacture:	1971	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18-8956
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 23, 2018 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2162.68 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	O-320 SERIES
Registered Owner:		Rated Power:	160 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAUO,205 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	15:56 Local	Direction from Accident Site:	44°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.82 inches Hg	Temperature/Dew Point:	12°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anchorage, AK (AK12)	Type of Flight Plan Filed:	None
Destination:	Anchorage, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.500278,-150.567779(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Jack Devlin; FAA; Anchorage, AK
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97633

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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](#).