



Aviation Investigation Final Report

Location:	Salcha, Alaska	Accident Number:	GAA18CA355
Date & Time:	June 16, 2018, 22:00 Local	Registration:	N9098D
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 reported that, while landing on an unimproved, off-airport site, he applied too much brake pressure, and the airplane nosed over.

The airplane sustained substantial damage to the right wing lift struts, empennage, and fuselage.

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

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

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	38,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	November 16, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 26, 2017
Flight Time:	(Estimated) 152 hours (Total, all aircraft), 50 hours (Total, this make and model), 69 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9098D
Model/Series:	PA18 A150	Aircraft Category:	Airplane
Year of Manufacture:	1958	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18-6478
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 11, 2018 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3366.99 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-B2B
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:	PAEI, 547 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	05:56 Local	Direction from Accident Site:	327°
Lowest Cloud Condition:	Few / 8000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 12000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.63 inches Hg	Temperature/Dew Point:	17°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fairbanks, AK (31AK)	Type of Flight Plan Filed:	None
Destination:	Salcha, 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:	64.477218, -146.774169(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Pete Alexakis; FAA; Fairbanks, 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=97509

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](#).