



# Aviation Investigation Final Report

<b>Location:</b>	Petersville, Alaska	<b>Accident Number:</b>	GAA17CA544
<b>Date &amp; Time:</b>	September 13, 2017, 17:30 Local	<b>Registration:</b>	N4741M
<b>Aircraft:</b>	Piper PA 11	<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, while performing a wheel landing on an unimproved gravel airstrip, a wind gust lifted the "weight off of [the] tires and initiated a skid." He added that, as the airplane settled back on the airstrip, the tail rose rapidly due to the brakes being applied, and the airplane nosed over.

The airplane sustained substantial damage to the left wing lift strut 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 brakes, which resulted in a nose-over.

## Findings

<b>Aircraft</b>	Surface speed/braking - Capability exceeded
<b>Personnel issues</b>	Use of equip/system - Pilot
<b>Aircraft</b>	Brake - Incorrect use/operation
<b>Environmental issues</b>	Gusts - Effect on operation

## Factual Information

### History of Flight

Landing	Nose over/nose down (Defining event)
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### Pilot Information

Certificate:	Private	Age:	25, 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 1 Without waivers/limitations	Last FAA Medical Exam:	January 6, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 15, 2017
Flight Time:	(Estimated) 149.3 hours (Total, all aircraft), 74 hours (Total, this make and model), 95.6 hours (Pilot In Command, all aircraft), 27.5 hours (Last 90 days, all aircraft), 20.6 hours (Last 30 days, all aircraft), 1.1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4741M
Model/Series:	PA 11 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1947	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11-254
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 13, 2017 Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1377.4 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	C126 installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:		Rated Power:	100 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>	PATK,356 ft msl	<b>Distance from Accident Site:</b>	51 Nautical Miles
<b>Observation Time:</b>	01:53 Local	<b>Direction from Accident Site:</b>	93°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 4500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.05 inches Hg	<b>Temperature/Dew Point:</b>	10°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Petersville, AK	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Petersville, 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>	62.380554,-151.908615(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Spencer T Leonard; FAA; Anchorage, AK
<b>Original Publish Date:</b>	November 27, 2017
<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=96053">https://data.nts.gov/Docket?ProjectID=96053</a>

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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](#).