



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Sisters, Oregon	<b>Accident Number:</b>	GAA19CA202
<b>Date &amp; Time:</b>	April 10, 2019, 10:30 Local	<b>Registration:</b>	N92798
<b>Aircraft:</b>	Piper PA 12	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The pilot in the tailwheel-equipped airplane reported that, during the approach, the wind speed increased and became turbulent. He recalled that, during the landing roll, "I immediately applied a slight amount of forward stick," but when the tailwheel contacted the surface, "the wind suddenly changed to a tailwind," and the airplane nosed over.

The airplane sustained substantial damage to the rudder, both wing lift struts, and the engine mounts.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The nearest METAR, located at an airport 1 mile away from the accident site, reported that, about the time of the accident, the wind was from 290° at 10 knots, visibility was 10 statute miles, and the clouds were broken at 6,500 ft mean sea level and deteriorating. The pilot landed the airplane on runway 20.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain pitch control during the landing roll, which resulted in a nose-over.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Pitch control - Not attained/maintained
<b>Environmental issues</b>	Sudden wind shift - Contributed to outcome

## Factual Information

### History of Flight

Landing-landing roll	Other weather encounter
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Nose over/nose down

### Pilot Information

Certificate:	Commercial; Flight instructor	Age:	73,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Rear
Other Aircraft Rating(s):	Balloon; Glider	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Glider	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	October 6, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 28, 2018
Flight Time:	(Estimated) 8000 hours (Total, all aircraft), 100 hours (Total, this make and model)		

### Student pilot Information

Certificate:	Airline transport; Commercial	Age:	88,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None With waivers/limitations	Last FAA Medical Exam:	October 1, 2003
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 17, 2017
Flight Time:			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N92798
<b>Model/Series:</b>	PA 12 No Series	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1946	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Other	<b>Serial Number:</b>	12-244
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	100 hour	<b>Certified Max Gross Wt.:</b>	1771 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>		<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	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>	KPDX, 107 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	03:53 Local	<b>Direction from Accident Site:</b>	311°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 5500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	290°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.42 inches Hg	<b>Temperature/Dew Point:</b>	10°C / 5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Madras, OR (S33 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Sisters, OR (65K )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Sisters Eagle Air 6K5	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	3168 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	20	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3560 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor, 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 Minor, 1 None	<b>Latitude, Longitude:</b>	45.588611,-122.596946(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	Erik Ramseyer ; FAA; FAA, OR
<b>Original Publish Date:</b>	November 6, 2019
<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=99238">https://data.nts.gov/Docket?ProjectID=99238</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](#).