



Aviation Investigation Final Report

Location:	Talkeetna, Alaska	Accident Number:	GAA18CA535
Date & Time:	September 4, 2018, 16:00 Local	Registration:	N7690H
Aircraft:	Piper PA 12	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 tailwheel-equipped airplane reported that, while landing uphill at an off-airport unimproved landing site where he had landed before, he applied the brakes, and that the airplane then hit a "bush or a bump," which caused the tail to rise. Subsequently, the propeller struck the ground, and the airplane nosed over.

The airplane sustained substantial damage to the empennage, fuselage, and wing spars.

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 failure to maintain pitch control on uneven terrain during the landing roll, which resulted in a nose-over.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Pitch control - Not attained/maintained
Environmental issues	Mountainous/hilly terrain - Effect on operation

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	37,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	5-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:	April 14, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 12, 2016
Flight Time:	(Estimated) 242.8 hours (Total, all aircraft), 224.3 hours (Total, this make and model), 192.8 hours (Pilot In Command, all aircraft), 82 hours (Last 90 days, all aircraft), 28.2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7690H
Model/Series:	PA 12 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-580
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 4, 2018 Annual	Certified Max Gross Wt.:	1933 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3715 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	O-235-A2B
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:	PATK,356 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	23:53 Local	Direction from Accident Site:	259°
Lowest Cloud Condition:	Few / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.23 inches Hg	Temperature/Dew Point:	15°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Talkeetna, AK (TKA)	Type of Flight Plan Filed:	None
Destination:	Talkeetna, AK	Type of Clearance:	VFR
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:	62.452777,-148.68695(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Shawn Gannon; 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=98246

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](#).