



Aviation Investigation Final Report

Location:	Palmer, Alaska	Accident Number:	ANC23LA055
Date & Time:	July 13, 2023, 15:00 Local	Registration:	N37WP
Aircraft:	Piper PA-18	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The instructor pilot reported that he was conducting training in a tailwheel equipped airplane, and during takeoff the student pilot inadvertently applied the brakes and the airplane nosed over, resulting in substantial damage to the rudder. The instructor pilot reported that there were no preaccident mechanical malfunctions or anomalies 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 student pilot's inadvertent application of the brakes, which resulted in the airplane nosing over.

Findings

Personnel issues	Aircraft control - Student/instructed pilot
Aircraft	Surface speed/braking - Incorrect use/operation
Personnel issues	Decision making/judgment - Student/instructed pilot

Factual Information

History of Flight

Takeoff	Nose over/nose down (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	34,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	October 11, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 29, 2022
Flight Time:	1413.7 hours (Total, all aircraft), 203.9 hours (Total, this make and model), 1364.7 hours (Pilot In Command, all aircraft), 127.7 hours (Last 90 days, all aircraft), 94.9 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Airline transport; Military	Age:	39,Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	April 27, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 19, 2023
Flight Time:	(Estimated) 1800 hours (Total, all aircraft), 870 hours (Pilot In Command, all aircraft), 223 hours (Last 90 days, all aircraft), 14.7 hours (Last 30 days, all aircraft), 3.1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N37WP
Model/Series:	PA-18	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18-756
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 5, 2023 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	7146.8 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	O-320-B2B
Registered Owner:	HUNTER CREEK LLC	Rated Power:	150 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:	PAAQ, 249 ft msl	Distance from Accident Site:	
Observation Time:	15:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	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:	30.12 inches Hg	Temperature/Dew Point:	14°C / 10°C
Precipitation and Obscuration:			
Departure Point:	Palmer, AK (4AK6)	Type of Flight Plan Filed:	None
Destination:	Palmer, AK (4AK6)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	61.531489,-148.66972(est)

Administrative Information

Investigator In Charge (IIC): Ward, Mark

Additional Participating Persons: Scott Norman; FAA

Original Publish Date: February 1, 2024

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=192672>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).