



Aviation Investigation Final Report

Location:	Sandy Valley, Nevada	Accident Number:	WPR23LA139
Date & Time:	March 12, 2023, 15:30 Local	Registration:	N127MF
Aircraft:	FIEDLER MARK R PA-18 REPLICA	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, during cruise flight, he observed an increase of cylinder head temperature along with “abnormal engine operation” and decided to make a precautionary landing, off airport. During the landing roll in the tailwheel equipped airplane, the right main tire “sunk” in the soil and the tail of the airplane began to rise. Despite the pilot’s control inputs, the tail continued to rise, and the airplane nosed over coming to rest inverted. The vertical stabilizer and rudder were substantially damaged. The pilot reported that there were no preaccident mechanical malfunctions or failures 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 airplane control during an off airport precautionary landing on soft soil, which resulted in a nose over.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Soft surface - Effect on equipment

Factual Information

History of Flight

Landing-landing roll	Nose over/nose down (Defining event)
Enroute	Off-field or emergency landing

Pilot Information

Certificate:	Airline transport; Commercial	Age:	60, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	October 20, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 10, 2022
Flight Time:	(Estimated) 23000 hours (Total, all aircraft), 700 hours (Total, this make and model), 15000 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	FIEDLER MARK R	Registration:	N127MF
Model/Series:	PA-18 REPLICA	Aircraft Category:	Airplane
Year of Manufacture:	2021	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	JA1906132
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 22, 2023 Condition	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	155 Hrs at time of accident	Engine Manufacturer:	Titan
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	OX-360
Registered Owner:	On file	Rated Power:	180 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:	KHND, 2458 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	15:30 Local	Direction from Accident Site:	244°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	3000 inches Hg	Temperature/Dew Point:	21°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sandy Valley, NV (3L2)	Type of Flight Plan Filed:	None
Destination:	Las Vegas, NV (KVG T)	Type of Clearance:	None
Departure Time:	14:50 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.89474,-115.76298

Administrative Information

Investigator In Charge (IIC):	Blocher, Kristyn
Additional Participating Persons:	Paul Alukonis; Federal Aviation Administration; Las Vegas, NV Rudy Cano; Federal Aviation Administration; Las Vegas, NV
Original Publish Date:	April 27, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106947

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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](#).