



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Tellico Plains, Tennessee	<b>Accident Number:</b>	ERA24LA017
<b>Date &amp; Time:</b>	October 20, 2023, 16:00 Local	<b>Registration:</b>	N958TW
<b>Aircraft:</b>	Aviat A1	<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 was attempting to land on his 1,200-ft-long private airstrip. When he flew by the windsock to check wind direction and speed, he noticed a significant crosswind was prevailing. After turning onto final approach, and after passing the point at which a go-around could be performed due to trees and terrain off the end of the runway, he noticed the wind had changed direction and was now a strong tailwind. He continued the approach and landed more than halfway down the runway, then aggressively applied the brakes to attempt to stop. The airplane subsequently nosed over and sustained substantial damage to the rudder and wings. The pilot reported that there were no preimpact mechanical malfunctions of 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 after landing long on a constrained runway and with a tailwind, which resulted in a nose-over.

## Findings

<b>Aircraft</b>	Brake - Incorrect use/operation
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Tailwind - Effect on operation

## Factual Information

### History of Flight

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

Certificate:	Private	Age:	65,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Waiver time limited special	Last FAA Medical Exam:	August 24, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 20, 2022
Flight Time:	1153 hours (Total, all aircraft), 134 hours (Total, this make and model), 1153 hours (Pilot In Command, all aircraft), 58 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Aviat	Registration:	N958TW
Model/Series:	A1 C200	Aircraft Category:	Airplane
Year of Manufacture:	2022	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	3403
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 4, 2023 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	22 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	120 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-A1D6
Registered Owner:	On file	Rated Power:	200
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>	RHP,1696 ft msl	<b>Distance from Accident Site:</b>	23 Nautical Miles
<b>Observation Time:</b>	16:10 Local	<b>Direction from Accident Site:</b>	115°
<b>Lowest Cloud Condition:</b>	Scattered / 5000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 9500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots / 18 knots	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.68 inches Hg	<b>Temperature/Dew Point:</b>	20°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Knoxville, TN (KDKX)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Tellico Plains, TN	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:15 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PVT PVT	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	980 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	360	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1200 ft / 80 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## 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>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	35.361245,-84.294645(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Boggs, Daniel
<b>Additional Participating Persons:</b>	Steve Sinclair; FAA/FSDO; Nashville, TN
<b>Original Publish Date:</b>	January 10, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=193287">https://data.nts.gov/Docket?ProjectID=193287</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).