



Aviation Investigation Final Report

Location:	McCarthy, Alaska	Accident Number:	ANC23LA068
Date & Time:	August 30, 2023, 14:00 Local	Registration:	N416RK
Aircraft:	Piper PA-18-150	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during landing, he applied too much brake pressure and the airplane nosed over. The airplane sustained substantial damage to the vertical stabilizer and rudder. 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 excessive application of brakes during landing that resulted in a nose over.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Surface speed/braking - Incorrect use/operation

Factual Information

History of Flight

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

Certificate:	Private	Age:	66,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed None	Last FAA Medical Exam:	August 18, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 27, 2023
Flight Time:	1158 hours (Total, all aircraft), 38 hours (Total, this make and model), 1158 hours (Pilot In Command, all aircraft), 22.5 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	58,Female
Airplane Rating(s):		Seat Occupied:	Rear
Other Aircraft Rating(s):		Restraint Used:	Unknown
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N416RK
Model/Series:	PA-18-150	Aircraft Category:	Airplane
Year of Manufacture:	1966	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18-8434
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 31, 2023 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	30.6 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	O-320 SERIES
Registered Owner:	On file	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:	AGK,1578 ft msl	Distance from Accident Site:	87 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	302°
Lowest Cloud Condition:	Scattered / 1100 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	13°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	McCarthy, AK (MXV)	Type of Flight Plan Filed:	VFR
Destination:	McCarthy, AK	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	Peavine NONE	Runway Surface Type:	Dirt;Grass/turf;Gravel
Airport Elevation:	1500 ft msl	Runway Surface Condition:	Dry
Runway Used:	none	IFR Approach:	None
Runway Length/Width:	1500 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	61.456661,-142.47074

Administrative Information

Investigator In Charge (IIC): Ward, Mark

Additional Participating Persons: Paula Huckberry; FAA

Original Publish Date: April 4, 2024

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=192983>

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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](#).