



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Peyton, Colorado	<b>Accident Number:</b>	CEN24LA007
<b>Date &amp; Time:</b>	October 9, 2023, 11:14 Local	<b>Registration:</b>	N19173
<b>Aircraft:</b>	Fairchild 24 G	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that preceding the accident he had performed four uneventful touch and go landings for practice. During the fifth and final landing to a full stop, the airplane veered left of runway centerline. The pilot attempted to correct by applying rudder and brakes and reported that he “went too far” with braking application. The airplane nosed over, which resulted in substantial damage to the vertical stabilizer and rudder.

A postaccident examination of the airplane revealed no mechanical anomalies with the flight controls or brakes.

The Fairchild 24 is a vintage aircraft. The previous owner was given field approval for installation of a Cleveland wheel and brake kit #199-64, commonly used for higher weight Cessna 310 airplanes. The Cleveland brakes provided more braking power than the originally installed brakes, which likely contributed to the pilot’s excessive braking.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s excessive brake application during landing rollout led to the airplane nosing over.

## Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Surface speed/braking - Not attained/maintained

## Factual Information

### History of Flight

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

Certificate:	Airline transport	Age:	71,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	February 2, 1953
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 27, 2022
Flight Time:	23085 hours (Total, all aircraft), 8 hours (Total, this make and model), 16397 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Fairchild	Registration:	N19173
Model/Series:	24 G	Aircraft Category:	Airplane
Year of Manufacture:	1937	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2958
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 13, 2023 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1170 Hrs at time of accident	Engine Manufacturer:	Warner
ELT:	Installed, not activated	Engine Model/Series:	Super 550 Super Scarab
Registered Owner:	AMERICAN AVIATION II LLC	Rated Power:	185 Horsepower
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>	KFLY, 6874 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	11:15 Local	<b>Direction from Accident Site:</b>	149°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	140°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.14 inches Hg	<b>Temperature/Dew Point:</b>	21°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Colorado Springs, CO (FLY)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Colorado Springs, CO (FLY)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:44 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Meadow Lake Airport FLY	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	6878 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	15	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6000 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop; Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<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 Minor	<b>Latitude, Longitude:</b>	38.948471, -104.57189(est)

## Administrative Information

**Investigator In Charge (IIC):** Folkerts, Michael

**Additional Participating Persons:** Felix Mendoza; FAA; Denver, CO

**Original Publish Date:** December 21, 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=193218>

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](#).