



Aviation Investigation Final Report

Location:	Anchorage, Alaska	Accident Number:	ANC23LA035
Date & Time:	May 17, 2023, 10:55 Local	Registration:	N7741D
Aircraft:	Piper PA22	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that after landing, while in a high-speed taxi, air traffic control asked him to exit on a taxiway prior to the taxiway he intended to use. He applied brakes and the airplane nosed over and the airplane came to rest inverted. 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 braking during the landing roll, resulting in a nose over.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Braking capability - Incorrect use/operation
Environmental issues	(general) - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Nose over/nose down
Landing-landing roll	Loss of control on ground (Defining event)

Pilot Information

Certificate:	Private	Age:	19, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	June 9, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	58.6 hours (Total, all aircraft), 18.3 hours (Total, this make and model), 23.6 hours (Pilot In Command, all aircraft), 18.3 hours (Last 90 days, all aircraft), 18.3 hours (Last 30 days, all aircraft), 3.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7741D
Model/Series:	PA22 150	Aircraft Category:	Airplane
Year of Manufacture:	1957	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-5419
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	December 13, 2022 Unknown	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	24 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3843 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	O-320
Registered Owner:	On file	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:	ANC,132 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	268°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.19 inches Hg	Temperature/Dew Point:	8°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kenai, AK (ENA)	Type of Flight Plan Filed:	None
Destination:	Anchorage, AK	Type of Clearance:	VFR
Departure Time:	10:00 Local	Type of Airspace:	Class C

Airport Information

Airport:	TED STEVENS ANCHORAGE INTL ANC	Runway Surface Type:	Asphalt
Airport Elevation:	151 ft msl	Runway Surface Condition:	Dry
Runway Used:	7L	IFR Approach:	None
Runway Length/Width:	10600 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

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:	61.170133,-149.95902

Administrative Information

Investigator In Charge (IIC):	Hill, Millicent
Additional Participating Persons:	Scot Brown; FAA/FSDO; Anchorage, AK
Original Publish Date:	October 20, 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=192217

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](#).