



Aviation Investigation Final Report

Location:	Wasilla, Alaska	Accident Number:	ANC24LA002
Date & Time:	November 4, 2023, 15:00 Local	Registration:	N3994Z
Aircraft:	Piper PA-18-150	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

While conducting an instructional flight in a tailwheel-equipped airplane, during the landing phase, the pilot receiving instruction touched down and the airplane began to veer towards the edge of the runway surface. The instructor pilot reported that, due to limited visibility he was slow to correct the veer. The instructor pilot took control of the airplane and applied the brakes which resulted in a nose-over and substantial damage to the rudder and right wing strut. The instructor pilot reported that there were no pre-accident 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 instructor pilot's delayed action and over application of brakes which resulted in a nose-over.

Findings

Personnel issues	Identification/recognition - Instructor/check pilot
Personnel issues	Delayed action - Instructor/check pilot
Personnel issues	Aircraft control - Instructor/check pilot
Aircraft	Surface speed/braking - Incorrect use/operation
Aircraft	Directional control - 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; Flight instructor	Age:	56,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	September 11, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 29, 2023
Flight Time:	8395 hours (Total, all aircraft), 89 hours (Total, this make and model), 5593 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Private	Age:	33,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	4-point
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	September 12, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 25, 2023
Flight Time:	65 hours (Total, all aircraft), 2 hours (Total, this make and model), 2 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3994Z
Model/Series:	PA-18-150	Aircraft Category:	Airplane
Year of Manufacture:	1963	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18-7943
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 12, 2023 100 hour	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	9357 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	O-320
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:	AWS,354 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:56 Local	Direction from Accident Site:	274°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.36 inches Hg	Temperature/Dew Point:	3°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Palmer, AK (PAQ)	Type of Flight Plan Filed:	None
Destination:	Wasilla, AK	Type of Clearance:	None
Departure Time:	14:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	Wasilla Airport IYS	Runway Surface Type:	Gravel
Airport Elevation:	353 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	1620 ft / 60 ft	VFR Approach/Landing:	Stop and go

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.572,-149.5395

Administrative Information

Investigator In Charge (IIC):	Rasmussen, Mitchell
Additional Participating Persons:	Rober Voight; FAA FSDO; Anchorage, AK
Original Publish Date:	June 28, 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=193357

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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](#).