



Aviation Investigation Final Report

Location:	Bethel, Alaska	Accident Number:	ANC23LA084
Date & Time:	September 20, 2023, 12:00 Local	Registration:	N8192D
Aircraft:	Piper PA-18-150	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while landing a tailwheel-equipped airplane at a remote off airport site, he inadvertently applied excessive braking during the landing roll, which resulted in a nose over and substantial damage to the right wing. The 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 pilot's excessive use of brakes during landing roll, which resulted in a nose-over.

Findings

Personnel issues	Incorrect action performance - Pilot
Personnel issues	Unnecessary action - Pilot
Aircraft	Surface speed/braking - Incorrect use/operation

Factual Information

History of Flight

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

Certificate:	Private	Age:	34,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
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 3 Without waivers/limitations	Last FAA Medical Exam:	January 23, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 10, 2021
Flight Time:	660 hours (Total, all aircraft), 560 hours (Total, this make and model), 616 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8192D
Model/Series:	PA-18-150	Aircraft Category:	Airplane
Year of Manufacture:	1957	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18-6130
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 7, 2022 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	200 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3948 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-C4P
Registered Owner:	On file	Rated Power:	180 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:	ABE,107 ft msl	Distance from Accident Site:	64 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	307°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 1000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	17 knots / 25 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.61 inches Hg	Temperature/Dew Point:	6°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bethel, AK (PABE)	Type of Flight Plan Filed:	None
Destination:	Bethel, AK	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	60.15,-160.08

Administrative Information

Investigator In Charge (IIC):	Hill, Millicent
Additional Participating Persons:	Robert Parsons; FAA/FSDO; Anchorage, AK
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=193128

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](#).