



Aviation Investigation Final Report

Location:	Ariel, Washington	Accident Number:	WPR23LA180
Date & Time:	May 7, 2023, 19:30 Local	Registration:	N6058D
Aircraft:	Piper PA-22-150	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel equipped airplane reported that he was attempting to land in a field, adjacent to a friend's house. During the landing roll, the airplane hit an unexpected bump and the tail lifted into the air. The pilot applied brakes in tall grass, and the airplane nosed over and came to rest inverted. The right-wing strut, vertical stabilizer, and rudder were substantially damaged. The pilot reported that there were no preaccident mechanical malfunctions or failures 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 failure to maintain aircraft control during the landing roll, resulting in a nose over.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Pitch control - Not attained/maintained
Aircraft	Surface speed/braking - Capability exceeded
Environmental issues	Soft surface - Contributed to outcome

Factual Information

History of Flight

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

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	April 15, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 13, 2022
Flight Time:	793.1 hours (Total, all aircraft), 86 hours (Total, this make and model), 727.5 hours (Pilot In Command, all aircraft), 21.8 hours (Last 90 days, all aircraft), 12.2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6058D
Model/Series:	PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:	1956	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-4711
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	July 17, 2022 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	64 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2416 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C91A installed, activated, did not aid in locating accident	Engine Model/Series:	0-320 SERIES
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:	KSPB, 58 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	18:45 Local	Direction from Accident Site:	222°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	2996 inches Hg	Temperature/Dew Point:	16.7°C / 3.3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Woodland, WA (W27)	Type of Flight Plan Filed:	None
Destination:	Ariel, WA	Type of Clearance:	None
Departure Time:	19:00 Local	Type of Airspace:	Class G

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:	45.9947,-122.38851(est)

Administrative Information

Investigator In Charge (IIC):	Blocher, Kristyn
Additional Participating Persons:	Jason Lawver; Federal Aviation Administration; Portland, OR
Original Publish Date:	September 8, 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=114707

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](#).