



National Transportation Safety Board Aviation Accident Final Report

Location:	Wht Sulphur Spg, MT	Accident Number:	SEA04CA151
Date & Time:	08/01/2004, 0750 MDT	Registration:	N3838P
Aircraft:	Piper PA22-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The pilot said that he was getting his tail wheel endorsement and 15 hours flight time (with an instructor) for aircraft insurance purposes. He said that he had landed the airplane, and during the rollout, the airplane swerved. He said that he applied the brakes too hard, and the airplane nosed over on the runway. The left wing strut was bent, and the vertical stabilizer was bent and wrinkled.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the private pilot receiving flight training for a tail wheel endorsement to maintain aircraft control, and his excessive braking during the landing roll, subsequently nosing over the airplane. A contributing factor was the flight instructor's inadequate supervision of the trainee.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) AIRCRAFT HANDLING - EXCESSIVE - PILOT IN COMMAND
3. (F) REMEDIAL ACTION - DELAYED - OTHER CREWMEMBER

Factual Information

Pilot Information

Certificate:	Private	Age:	29, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last FAA Medical Exam:	12/12/2003
Occupational Pilot:		Last Flight Review or Equivalent:	06/24/2004
Flight Time:	65 hours (Total, all aircraft), 8 hours (Total, this make and model), 25 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Flight Instructor Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	61, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	05/12/2004
Occupational Pilot:		Last Flight Review or Equivalent:	06/05/2004
Flight Time:	7300 hours (Total, all aircraft), 25 hours (Total, this make and model), 7150 hours (Pilot In Command, all aircraft), 56 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3838P
Model/Series:	PA22-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	22-3528
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	01/09/2004, Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	9 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3878 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	Jeremy R. Maus	Rated Power:	150 hp
Operator:	Jeremy R. Maus	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BZN, 4474 ft msl	Distance from Accident Site:	34 Nautical Miles
Observation Time:	0756 MDT	Direction from Accident Site:	175°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	17° C / 7° C
Precipitation and Obscuration:			
Departure Point:	Bozeman, MT (BZN)	Type of Flight Plan Filed:	None
Destination:	(BZN)	Type of Clearance:	None
Departure Time:	0700 MDT	Type of Airspace:	Class G

Airport Information

Airport:	White Sulphur Springs Airport (7S6)	Runway Surface Type:	Asphalt
Airport Elevation:	5061 ft	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	Unknown
Runway Length/Width:	6100 ft / 60 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	46.504167, -110.913333

Administrative Information

Investigator In Charge (IIC):	James F Struhsaker	Report Date:	10/28/2004
Additional Participating Persons:	Boby Radtke; Helena, MT; Helena, MT		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).