



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Wht Sulphur Spg, MT	<b>Accident Number:</b>	SEA04CA151
<b>Date &amp; Time:</b>	08/01/2004, 0750 MDT	<b>Registration:</b>	N3838P
<b>Aircraft:</b>	Piper PA22-20	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	29
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	61
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N3838P
<b>Model/Series:</b>	PA22-20	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Jeremy R. Maus	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BZN, 4474 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	3 knots / ,
<b>Temperature:</b>	17° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Bozeman, MT (BZN)	<b>Destination:</b>	(BZN)

## Airport Information

<b>Airport:</b>	White Sulphur Springs Airport (7S6)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	19	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	6100 ft / 60 ft		

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	James F Struhsaker	<b>Adopted Date:</b>	10/28/2004
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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