



National Transportation Safety Board Aviation Accident Final Report

Location:	Anchorage, AK	Accident Number:	ANC09LA002
Date & Time:	10/02/2008, 1153 AKD	Registration:	N788
Aircraft:	PIPER PA-18	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Other Work Use		

Analysis

The commercial-certificated pilot, seated in the rear seat of a tundra-tire-equipped airplane, was landing on a gravel bar. During the landing roll, the pilot applied excessive braking and the airplane nosed over.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive application of the brakes during the landing roll, which resulted in the airplane nosing over.

Findings

Aircraft	Landing gear brakes system - Incorrect use/operation (Cause)
Personnel issues	Incorrect action performance - Pilot (Cause)

Factual Information

On October 2, 2008, about 1535 Alaska daylight time, a tundra tire-equipped Piper PA-18 airplane, N788, sustained substantial damage when it nosed over during landing on a remote gravel bar, about 28 miles northwest of Anchorage, Alaska. The airplane was being operated as a visual flight rules (VFR) local area flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by the U.S. Department of Interior, Anchorage, Alaska. The commercial certificated pilot, seated in the rear seat, and the airline transport pilot seated in the front seat, both certificated flight instructors, were not injured. Visual meteorological conditions prevailed, and a VFR flight plan was filed. The flight originated at the Lake Hood Airstrip, Anchorage, Alaska, about 1300.

During an interview with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on October 6, 2008, an investigator with the Department of Interior reported that the airplane was being operated for pilot proficiency, and to scout landing areas for an off-airport landing clinic. Each of the two pilots aboard planned to fly from the rear seat of the airplane during the clinic, and the rear seat pilot had been designated as the pilot-in-command for the accident flight. The rear seat pilot selected a gravel bar along the Susitna River that was about 2,000 feet long. During the landing roll, he applied excessive braking, and the airplane nosed over. The airplane received structural damage to the right wing lift strut and the left wing.

History of Flight

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

Certificate:	Flight Instructor; Commercial	Age:	54, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Rear
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last Medical Exam:	11/03/2007
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	08/02/2007
Flight Time:	13645 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N788
Model/Series:	PA-18	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-8259
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	07/24/2008, 100 Hour	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	36 Hours	Engines:	1 Reciprocating
Airframe Total Time:	8853 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-B2B
Registered Owner:	U.S. Dept. of Interior	Rated Power:	160 hp
Operator:	U.S. Dept. of Interior	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	6°C / 4°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	8 knots, 45°	Visibility (RVR):	
Altimeter Setting:	29.28 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Anchorage, AK (Z41)	Type of Flight Plan Filed:	VFR
Destination:	Anchorage, AK	Type of Clearance:	None
Departure Time:	1300 ADT	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

Administrative Information

Investigator In Charge (IIC):	Scott R Erickson	Adopted Date:	04/15/2009
Additional Participating Persons:	Mitchel Morgan; FAA AL-ANC FSDO 03; Anchorage, AK		
Publish Date:	04/16/2009		
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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