



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Talkeetna, AK	<b>Accident Number:</b>	GAA16CA004
<b>Date &amp; Time:</b>	10/01/2015, 1802 AKD	<b>Registration:</b>	N8996Y
<b>Aircraft:</b>	PIPER PA 18-150	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot reported that he was practicing off airport landings on a gravel bar, as part of a backcountry flying course, with a company safety pilot in the rear seat. During the landing roll and as the airplane approached the end of the gravel bar, he applied the brakes and the airplane nosed over. The pilot reported that there were no pre-impact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation. The airplane sustained substantial damage to the right forward lift strut and the empennage.

## Flight Events

Landing-landing roll - Nose over/nose down

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's excessive brake application during landing, which resulted in a nose-over.

## Findings

Aircraft-Aircraft oper/perf/capability-Aircraft capability-Braking capability-Incorrect use/operation - C  
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Military	<b>Age:</b>	41
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine
<b>Flight Time:</b>	(Estimated) 3400 hours (Total, all aircraft), 24 hours (Total, this make and model), 2761 hours (Pilot In Command, all aircraft), 78 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Pilot-Rated Passenger Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	31
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	PIPER	<b>Registration:</b>	N8996Y
<b>Model/Series:</b>	PA 18-150 A150	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	LYCOMING
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-320 SERIES
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	PATK, 356 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	Calm
<b>Temperature:</b>	5°C / -3°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	PALMER, AK (4AK6)	<b>Destination:</b>	PALMER, AK (4AK6)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Jackie L Vanover	<b>Adopted Date:</b>	02/08/2016
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92125">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92125</a>		

---

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.