



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Sisters, OR	<b>Accident Number:</b>	GAA19CA202
<b>Date &amp; Time:</b>	04/10/2019, 1030 PDT	<b>Registration:</b>	N92798
<b>Aircraft:</b>	Piper PA 12	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

The pilot in the tailwheel-equipped airplane reported that, during the approach, the wind speed increased and became turbulent. He recalled that, during the landing roll, "I immediately applied a slight amount of forward stick," but when the tailwheel contacted the surface, "the wind suddenly changed to a tailwind," and the airplane nosed over.

The airplane sustained substantial damage to the rudder, both wing lift struts, and the engine mounts.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The nearest METAR, located at an airport 1 mile away from the accident site, reported that, about the time of the accident, the wind was from 290° at 10 knots, visibility was 10 statute miles, and the clouds were broken at 6,500 ft mean sea level and deteriorating. The pilot landed the airplane on runway 20.

## 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 pitch control during the landing roll, which resulted in a nose-over.

## Findings

<b>Aircraft</b>	Pitch control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)
<b>Environmental issues</b>	Sudden wind shift - Contributed to outcome

## Factual Information

### History of Flight

Landing-landing roll	Other weather encounter Loss of control on ground (Defining event) Attempted remediation/recovery Nose over/nose down
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### Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	73, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Rear
Other Aircraft Rating(s):	Balloon; Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; Glider	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	10/06/2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	11/28/2018
Flight Time:	(Estimated) 8000 hours (Total, all aircraft), 100 hours (Total, this make and model)		

### Student Pilot Information

Certificate:	Airline Transport; Commercial	Age:	88, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None With Waivers/Limitations	Last FAA Medical Exam:	10/01/2003
Occupational Pilot:	No	Last Flight Review or Equivalent:	04/17/2017
Flight Time:			

## Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N92798
Model/Series:	PA 12 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	No
Airworthiness Certificate:	Other	Serial Number:	12-244
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	100 Hour	Certified Max Gross Wt.:	1771 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	O-320
Registered Owner:	Tailwheel Productions Llc	Rated Power:	150 hp
Operator:	Tailwheel Productions Llc	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KPDX, 107 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0353 UTC	Direction from Accident Site:	311°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Broken / 5500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.42 inches Hg	Temperature/Dew Point:	10° C / 5° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Madras, OR (S33)	Type of Flight Plan Filed:	None
Destination:	Sisters, OR (65K)	Type of Clearance:	None
Departure Time:	1000 PDT	Type of Airspace:	Class G

## Airport Information

Airport:	Sisters Eagle Air (6K5)	Runway Surface Type:	Grass/turf
Airport Elevation:	3168 ft	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	3560 ft / 60 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor, 1 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>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	45.588611, -122.596944 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Michael A Hicks	<b>Report Date:</b>	11/06/2019
<b>Additional Participating Persons:</b>	Erik Ramseyer; FAA; FAA, OR		
<b>Publish Date:</b>	11/06/2019		
<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=99238">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=99238</a>		

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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](#).