



National Transportation Safety Board Aviation Accident Final Report

Location:	McCarthy, AK	Accident Number:	GAA19CA497
Date & Time:	08/15/2019, 1200 AKD	Registration:	N2534M
Aircraft:	Piper PA 12	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, during landing on an uphill, 4,500-ft-long unimproved airstrip, the airplane bounced and floated. When the airplane touched down again, he applied brakes, and upon reaching the end of the airstrip, he aggressively applied brakes, and the airplane nosed over. The airplane sustained substantial damage to the empennage. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's overapplication of brakes during landing, which resulted in a nose-over.

Findings

Aircraft	Brake - Incorrect use/operation (Cause)
Personnel issues	Use of equip/system - Pilot (Cause)

Factual Information

History of Flight

Landing-flare/touchdown	Miscellaneous/other Nose over/nose down (Defining event) Collision with terr/obj (non-CFIT)
-------------------------	---

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last FAA Medical Exam:	11/07/2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	05/01/2019
Flight Time:	(Estimated) 998.1 hours (Total, all aircraft), 971 hours (Total, this make and model), 960 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 7.7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2534M
Model/Series:	PA 12 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	12-926
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	03/05/2019, Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3352.7 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	On file	Rated Power:	160 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAMX, 1531 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:		Direction from Accident Site:	331°
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:		Temperature/Dew Point:	16° C
Precipitation and Obscuration:			
Departure Point:	Mccarthy, AK (15Z)	Type of Flight Plan Filed:	None
Destination:	McCarthy, AK (na)	Type of Clearance:	None
Departure Time:	1130 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.188056, -142.616111 (est)

Administrative Information

Investigator In Charge (IIC):	Eleazar Nepomuceno	Report Date:	04/13/2020
Additional Participating Persons:	Gregory Varner; FAA; Anchorage, AK		
Publish Date:	04/13/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=100095		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).