



National Transportation Safety Board Aviation Accident Final Report

Location:	Glendo, WY	Accident Number:	GAA19CA526
Date & Time:	09/05/2019, 0900 MDT	Registration:	N14961
Aircraft:	Pietenpol PIETENPOL AIRCAMPER	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, during the landing roll, he applied "too much brake" and that the airplane then nosed over. The airplane sustained substantial damage to the forward right and left lift struts. 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 the landing roll, which resulted in a noseover.

Findings

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

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event) Nose over/nose down Collision with terr/obj (non-CFIT)
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Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Rear
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 With Waivers/Limitations	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	09/02/2019
Flight Time:	(Estimated) 839 hours (Total, all aircraft), 46 hours (Total, this make and model), 737 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Pietenpol	Registration:	N14961
Model/Series:	PIETENPOL AIRCAMPER No Series	Aircraft Category:	Airplane
Year of Manufacture:	1975	Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	P101SE
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	08/09/2019, Condition	Certified Max Gross Wt.:	1300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	468.6 Hours as of last inspection	Engine Manufacturer:	General Motors
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	Corvair 140HP
Registered Owner:	On file	Rated Power:	110 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:	KDGW, 4936 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	1553 UTC	Direction from Accident Site:	316°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.08 inches Hg	Temperature/Dew Point:	17°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Casper, WY (CPR)	Type of Flight Plan Filed:	VFR
Destination:	Glendo, WY (76V)	Type of Clearance:	None
Departure Time:	0730 MDT	Type of Airspace:	Class G

Airport Information

Airport:	Thomas Memorial (76V)	Runway Surface Type:	Dirt
Airport Elevation:	4666 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	4397 ft / 70 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

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:	42.520000, -105.020000 (est)

Administrative Information

Investigator In Charge (IIC):	Eleazar Nepomuceno	Report Date:	03/17/2020
Additional Participating Persons:	Michael Aubrey; FAA; Denver, CO		
Publish Date:	03/17/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100201		

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](#).