



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	New Meadows, ID	<b>Accident Number:</b>	GAA19CA584
<b>Date &amp; Time:</b>	09/17/2019, 1545 MST	<b>Registration:</b>	N6741L
<b>Aircraft:</b>	Piper PA18	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

The flight instructor reported that, during a touch-and-go takeoff from a grass strip with the pilot receiving instruction on the controls, the airplane veered left, and the tail lifted. The instructor applied right rudder, but the airplane nosed over. The airplane sustained substantial damage to the rudder. The instructor 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 receiving instruction's failure to maintain directional control during takeoff with a gusting, right quartering headwind, which resulted in a noseover.

## Findings

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<b>Aircraft</b>	Directional control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Student pilot (Cause)
<b>Environmental issues</b>	Gusts - Effect on operation (Cause)

## Factual Information

### History of Flight

<b>Landing</b>	Loss of control on ground (Defining event) Nose over/nose down Collision with terr/obj (non-CFIT)
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### Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Without Waivers/Limitations	<b>Last FAA Medical Exam:</b>	03/19/2019
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	06/05/2019
<b>Flight Time:</b>	(Estimated) 15100 hours (Total, all aircraft), 650 hours (Total, this make and model), 14480 hours (Pilot In Command, all aircraft), 196 hours (Last 90 days, all aircraft), 52 hours (Last 30 days, all aircraft)		

### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	12/01/2018
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6741L
Model/Series:	PA18 150	Aircraft Category:	Airplane
Year of Manufacture:	1974	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-7409121
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	09/15/2019, Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6561 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91A installed, not activated	Engine Model/Series:	O-320-B2B
Registered Owner:	Mountain Aviation Corp	Rated Power:	160 hp
Operator:	Mountain Aviation Corp	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KMYL, 5013 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	2051 UTC	Direction from Accident Site:	125°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Overcast / 4900 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 18 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	11 °C / 2 °C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	McCall, ID (MYL)	Type of Flight Plan Filed:	None
Destination:	McCall, ID (MYL)	Type of Clearance:	None
Departure Time:	1425 MDT	Type of Airspace:	Class G

## Airport Information

Airport:	New Meadows (1U4)	Runway Surface Type:	Grass/turf; Gravel
Airport Elevation:	3908 ft	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	2400 ft / 150 ft	VFR Approach/Landing:	Touch and Go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 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>	2 None	<b>Latitude, Longitude:</b>	44.978056, -116.283889 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Eleazar Nepomuceno	<b>Report Date:</b>	03/17/2020
<b>Additional Participating Persons:</b>	Lonny Gendall; FAA; Boise, ID		
<b>Publish Date:</b>	03/17/2020		
<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=100393">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100393</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](#).