



Aviation Investigation Factual Report

Location:	Wasilla, Alaska	Accident Number:	ANC22LA043
Date & Time:	June 11, 2022, 15:30 Local	Registration:	N907GP
Aircraft:	PEPPERD GREG J CARIBOU CRUISER	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Pilot Information

Certificate:	Flight instructor	Age:	34,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

Student pilot Information

Certificate:	Private	Age:	33,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	October 18, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 25, 2022
Flight Time:	66.9 hours (Total, all aircraft), 1.5 hours (Total, this make and model), 20.7 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PEPPERD GREG J	Registration:	N907GP
Model/Series:	CARIBOU CRUISER	Aircraft Category:	Airplane
Year of Manufacture:	2010	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	001
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:		Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-320 Exp. E2-A
Registered Owner:	On file	Rated Power:	160
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	15:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:		Temperature/Dew Point:	18.3°C
Precipitation and Obscuration:			
Departure Point:	wasilla, AK (Z40)	Type of Flight Plan Filed:	None
Destination:	wasilla, AK	Type of Clearance:	None
Departure Time:	15:10 Local	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	61.65196,-149.38052

Administrative Information

Investigator In Charge (IIC): Ward, Mark

Additional Participating Persons: David Young; FAA

Report Date:

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=105295>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).