



Aviation Investigation Final Report

Location:	Willow, Alaska	Accident Number:	ANC21LA036
Date & Time:	May 6, 2021, 12:45 Local	Registration:	N7850D
Aircraft:	Piper PA-22-150	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, while landing the tailwheel equipped airplane on a wet grass runway, he applied the brakes during the landing rollout and locked up the tires. Subsequently, the airplane slid off the crown of the runway onto dry ground and nosed over.

The airplane sustained substantial damage to the wings, empennage, and right lift strut.

The pilot reported 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 pilots over application of the brakes while landing on a wet grass runway, which resulted in a loss of control and nose-over.

Findings

Aircraft	Brake - Incorrect use/operation
Personnel issues	Aircraft control - Pilot
Environmental issues	Wet surface - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	December 21, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 22, 2020
Flight Time:	(Estimated) 220.4 hours (Total, all aircraft), 129.4 hours (Total, this make and model), 201 hours (Pilot In Command, all aircraft), 23.1 hours (Last 90 days, all aircraft), 10.7 hours (Last 30 days, all aircraft), 2.1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7850D
Model/Series:	PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:	1957	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-5500
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	0-320 A3B
Registered Owner:	BRANDON L. DICKEY	Rated Power:	150 Horsepower
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:	PAWS,354 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	12:56 Local	Direction from Accident Site:	119°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.73 inches Hg	Temperature/Dew Point:	11°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Skwentna, AK	Type of Flight Plan Filed:	None
Destination:	Skwentna, AK	Type of Clearance:	None
Departure Time:	12:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	LONG LAKE AK69	Runway Surface Type:	Grass/turf
Airport Elevation:	200 ft msl	Runway Surface Condition:	Wet
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	1800 ft / 40 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.716878,-150.08357(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Gregory Varner; FAA; Anchorage, AK
Original Publish Date:	December 17, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=103056

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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](#).