



# Aviation Investigation Final Report

<b>Location:</b>	Riverhead, New York	<b>Accident Number:</b>	ERA22LA038
<b>Date &amp; Time:</b>	October 2, 2021, 10:40 Local	<b>Registration:</b>	N199B
<b>Aircraft:</b>	Aviat A-1C 200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that after landing the tailwheel-equipped airplane he applied “too much brake” and the airplane flipped over into an inverted position on the runway, which resulted in substantial damage to the rudder and right wing. The pilot reported that the airplane had no preimpact mechanical malfunctions or failures 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 excessive braking during landing which resulted in a noseover and substantial damage.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Brake - Incorrect use/operation
<b>Aircraft</b>	Surface speed/braking - Incorrect use/operation

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Nose over/nose down (Defining event)
-----------------------------	--------------------------------------

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	75, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed Without waivers/limitations	<b>Last FAA Medical Exam:</b>	July 13, 2020
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	December 11, 2020
<b>Flight Time:</b>	(Estimated) 980 hours (Total, all aircraft), 35 hours (Total, this make and model), 881 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Aviat	<b>Registration:</b>	N199B
<b>Model/Series:</b>	A-1C 200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2021	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3375
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 7, 2021 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	80 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	IO-360-A1D6
<b>Registered Owner:</b>	Bennett Aviation LLC	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	Bennett Aviation LLC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	HWV,66 ft msl	<b>Distance from Accident Site:</b>	12.5 Nautical Miles
<b>Observation Time:</b>	10:56 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	0°C / 0°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	West Hampton, NY (FOK)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Riverhead, NY	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:31 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	TALMAGE FLD 03NY	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	95 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	16/34	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2000 ft / 75 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	40.958372,-72.717385(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wentz, Peter
<b>Additional Participating Persons:</b>	Mark Burnett; FAA-FSDO; NY
<b>Original Publish Date:</b>	June 8, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=104186">https://data.ntsb.gov/Docket?ProjectID=104186</a>

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](#).