



Aviation Investigation Final Report

Location:	GREENWOOD, Illinois	Accident Number:	CHI92LA156
Date & Time:	May 21, 1992, 12:20 Local	Registration:	N6989K
Aircraft:	PIPER PA-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE PRIVATE PILOT WAS GETTING A CHECK OUT IN TAIL WHEEL AIRCRAFT. EARLIER IN THE DAY, THE PILOT AND AN INSTRUCTOR HAD PERFORMED SIX STOP AND GO LANDINGS. THIS FLIGHT WAS THE PILOT'S FIRST OBSERVED SOLO. DURING LANDING ROLL HE APPLIED EXCESSIVE BRAKING AND THE AIRCRAFT NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: EXCESSIVE APPLICATION OF THE BRAKES DURING LANDING ROLL.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

1. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 20, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	230 hours (Total, all aircraft), 5 hours (Total, this make and model), 175 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6989K
Model/Series:	PA-20 PA-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	PA20-98
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 1, 1991 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	35 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2390 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-290-D
Registered Owner:	MICHAEL J. BAUMAN	Rated Power:	125 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	AIRWAY CHARTER SERVICE	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	UGN ,727 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	11:48 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear	Visibility	4 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WAUKEGAN , IL (UGN)	Type of Flight Plan Filed:	None
Destination:	(UGN)	Type of Clearance:	None
Departure Time:	11:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	GALT 10C	Runway Surface Type:	Grass/turf
Airport Elevation:	875 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2100 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.380161,-88.360313(est)

Administrative Information

Investigator In Charge (IIC): Doub, Mark

Additional Participating Persons: WILLIAM HEILING; WEST CHICAGO , IL

Original Publish Date: July 26, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=15451>

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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](#).