



Aviation Investigation Final Report

Location:	Cascade, Montana	Accident Number:	WPR24LA140
Date & Time:	May 4, 2024, 18:15 UTC	Registration:	N740MT
Aircraft:	MICHAEL MILBURN VANS RV8	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane stated that after he performed a normal three-point landing on a grass airstrip, he began to apply brakes and aft control stick input. As the airplane decelerated to a slow speed, it nosed over and came to rest inverted. The airplane sustained substantial damage to its right wing, fuselage, and vertical stabilizer.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that 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 failure to maintain aircraft control during landing roll.

Findings

Personnel issues	Aircraft control - Pilot
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Factual Information

History of Flight

Landing-landing roll	Nose over/nose down (Defining event)
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Pilot Information

Certificate:	Airline transport	Age:	71,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	September 13, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 30, 2023
Flight Time:	7325 hours (Total, all aircraft), 106 hours (Total, this make and model), 6032 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MICHAEL MILBURN	Registration:	N740MT
Model/Series:	VANS RV8	Aircraft Category:	Airplane
Year of Manufacture:	2021	Amateur Built:	Yes
Airworthiness Certificate:	Aerobatic; Experimental (Special)	Serial Number:	82050
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 7, 2023 Condition	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	30.2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	134.2 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	YO-360-A1A
Registered Owner:	On file	Rated Power:	180 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:	K11M, 3635 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	11:55 Local	Direction from Accident Site:	59°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.83 inches Hg	Temperature/Dew Point:	14°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Cascade, MT	Type of Flight Plan Filed:	None
Destination:	Cascade, MT	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Private Strip N/A	Runway Surface Type:	
Airport Elevation:	3350 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	47.2115, -111.72766(est)

Administrative Information

Investigator In Charge (IIC):	Basti, Paymaun
Additional Participating Persons:	Steven Mahoney; Federal Aviation Administration; Helena , MT
Original Publish Date:	February 27, 2025
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=194212

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](#).