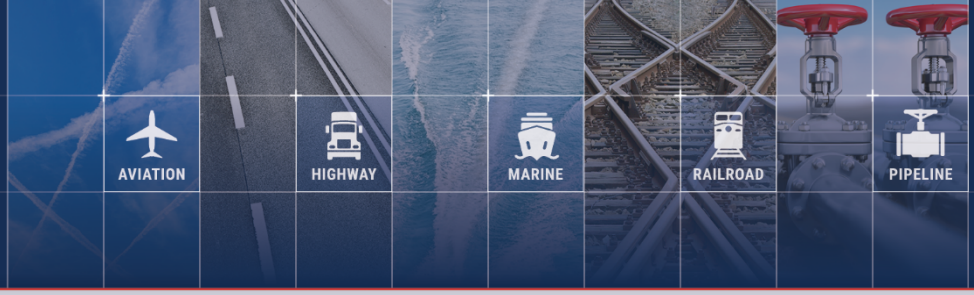

Aviation Investigation Final Report

Location:	VANCOUVER, Washington	**Accident Number:**	SEA84LA207
Date & Time:	August 17, 1984, 16:00 Local	**Registration:**	N9917
Aircraft:	Curtiss-Wright TRAVEL AIR B9-4000	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED AFTER THE ACCIDENT THAT HE APPLIED TOO MUCH BRAKE DURING THE LANDING ROLL. THE AIRCRAFT NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings
1. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
2. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	**Age:**	Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	August 21, 1984
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	1200 hours (Total, all aircraft), 500 hours (Total, this make and model), 1170 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Curtiss-Wright	**Registration:**	N9917
Model/Series:	TRAVEL AIR B9-4000 TRAVEL AIR	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	1130
Landing Gear Type:	Tailwheel	**Seats:**	3
Date/Type of Last Inspection:	100 hour	**Certified Max Gross Wt.:**	2700 lbs
Time Since Last Inspection:	30 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	2000 Hrs	**Engine Manufacturer:**	CURTIS WRIGHT
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	R-760
Registered Owner:	STEW MITZEL	**Rated Power:**	300 Horsepower
Operator:	STEW MITZEL	**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	PDT ,26 ft msl	**Distance from Accident Site:**	5 Nautical Miles
Observation Time:	16:50 Local	**Direction from Accident Site:**	180°
Lowest Cloud Condition:	Unknown / 3800 ft AGL	**Visibility**	15 miles
Lowest Ceiling:	Overcast / 3800 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	8 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	330°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	19°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OREGON CITY , OR (OS2)	**Type of Flight Plan Filed:**	None
Destination:	VANCOUVER , WA (59S)	**Type of Clearance:**	None
Departure Time:	15:30 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	EVERGREEN 59S	**Runway Surface Type:**	Asphalt
Airport Elevation:	310 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	28	**IFR Approach:**	None
Runway Length/Width:	2400 ft / 42 ft	**VFR Approach/Landing:**	Full stop

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:**	45.620071,-122.569313(est)

Administrative Information

Investigator In Charge (IIC):	Carrera, Candace
Additional Participating Persons:	LARRY EVERSMEYER; HILLSBORO , OR
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=39995