Aviation Investigation Final Report

Location:	NEW STUYAHOK, Alaska	**Accident Number:**	ANC98LA160
Date & Time:	September 25, 1998, 10:45 Local	**Registration:**	N82905
Aircraft:	Piper PA-18	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The commercial pilot was landing on a ridgetop in a tundra tire equipped airplane. The winds were gusting to 25 knots. The pilot applied brakes and the airplane's tail began to come up. He released brakes, the tail began to come down. The pilot applied full aft stick, raising the trailing edge of the elevators, and the airplane nosed over.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive use of brakes during the landing roll.

Findings

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

Findings
1. WEATHER CONDITION - GUSTS
2. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND

Factual Information

On September 25, 1998, at 1045 Alaska daylight time, a Piper PA-18, tundra tire equipped airplane, N82905, sustained substantial damage when it nosed over during landing at an off airport ridgetop landing site, seven miles north of the Stuyahok Airport, New Stuyahok, Alaska. The solo commercial pilot was not injured. The airplane was operated by LAR, Inc., dba Alaskan Adventures, of Soldotna, Alaska. The flight was conducted under 14 CFR Part 91 as a business flight in support of a hunting-guide operation. The flight departed New Stuyahok at 1043 for the accident site to pick up caribou meat. Visual meteorological conditions prevailed at the time of the accident, and a company VFR flight plan was filed.

The pilot told the NTSB investigator-in-charge during a telephone interview on September 26, and wrote in his NTSB Pilot / Operator report, that he had landed on the ridgetop with a 10 to 15 degree crosswind, with winds of 10 knots gusting to 25 knots. He said that when the airplane was almost stopped, he applied the brakes, and the tail came up. He released the brakes and the tail began to come back down. The pilot then applied full aft stick, raising the trailing edge of the elevators, and the airplane nosed over.

Pilot Information

Certificate:	Commercial	**Age:**	26,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	**Seat Occupied:**	Front
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	**Toxicology Performed:**	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	June 9, 1998
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	1540 hours (Total, all aircraft), 250 hours (Total, this make and model), 1400 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	**Registration:**	N82905
Model/Series:	PA-18 PA-18	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	18-7709197
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	August 28, 1998 100 hour	**Certified Max Gross Wt.:**	1750 lbs
Time Since Last Inspection:	81 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	2274 Hrs	**Engine Manufacturer:**	Lycoming
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	O-320-B2B
Registered Owner:	LAR, INC.	**Rated Power:**	160 Horsepower
Operator:		**Operating Certificate(s) Held:**	None
Operator Does Business As:	ALASKAN ADVENTURES	**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:		**Distance from Accident Site:**	
Observation Time:		**Direction from Accident Site:**	
Lowest Cloud Condition:	Scattered / 2500 ft AGL	**Visibility**	30 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	10 knots / 25 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	180°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(KNW)	**Type of Flight Plan Filed:**	Company VFR
Destination:		**Type of Clearance:**	None
Departure Time:	10:43 Local	**Type of Airspace:**	Class G

Airport Information

Airport:		**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	
Runway Used:	0	**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	Full stop;Valley/terrain following

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:**	59.490867,-157.289718(est)

Administrative Information

Investigator In Charge (IIC):	Thomas, Matthew
Additional Participating Persons:	ED A KORNFIELD; ANCHORAGE , AK
Original Publish Date:	March 30, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=44039