



Aviation Investigation Final Report

Location:	Decatur, Illinois	Accident Number:	CHI02LA032
Date & Time:	November 5, 2001, 13:18 Local	Registration:	N4576H
Aircraft:	Piper PA-15	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor stated that during the landing rollout he applied brake pressure and, "...the brakes grabbed and caused the aircraft to go over on its nose immediately, stopping immediately, with the nose of the aircraft resting on the ground, tail in the air."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The excessive braking performed by the flight instructor.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND(CFI)

Occurrence #2: NOSE DOWN
Phase of Operation: LANDING - ROLL

Factual Information

On November 5, 2001, at 1318 central standard time, a Piper PA-15, N4576H, sustained substantial damage during an on-ground collision with the runway surface during a landing rollout on runway 12 (6,799 feet by 150 feet, dry/asphalt) at the Decatur Airport, Decatur, Illinois. Visual meteorological conditions prevailed at the time of the accident. The instructional flight was operating under the provisions of 14 CFR Part 91 and was not on a flight plan. The certified flight instructor (CFI) and dual student reported no injuries. The local flight originated from Decatur, Illinois.

According to Decatur Airport officials, the airplane was cleared for a stop-and-go landing on runway 12, and during the landing roll the aircraft nosed down impacting the runway surface.

According to the CFI's written statement, the purpose of the instructional flight was to practice stop-and-go landings. The CFI reported he was demonstrating to the student a normal approach and a full stall landing. The CFI stated that during the landing rollout he applied brake pressure and, "...the brakes grabbed and caused the aircraft to go over on its nose immediately, stopping immediately, with the nose of the aircraft resting on the ground, tail in the air."

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	28, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 13, 1998
Occupational Pilot:		Last Flight Review or Equivalent:	June 13, 2001
Flight Time:	380 hours (Total, all aircraft), 30 hours (Total, this make and model), 320 hours (Pilot In Command, all aircraft), 52 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Co-pilot Information

Certificate:	Student	Age:	19, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 29, 2001
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	13 hours (Total, all aircraft), 2 hours (Total, this make and model), 13 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4576H
Model/Series:	PA-15	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15-350
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 15, 2001 Annual	Certified Max Gross Wt.:	1150 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3565 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	A-65-8
Registered Owner:	Vagabond Flight Corp	Rated Power:	65 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DEC,682 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:20 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.29 inches Hg	Temperature/Dew Point:	13°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Decatur, IL (DEC)	Type of Flight Plan Filed:	None
Destination:	Decatur, IL (DEC)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	Decatur Airport DEC	Runway Surface Type:	Asphalt
Airport Elevation:	682 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	6799 ft / 150 ft	VFR Approach/Landing:	Stop and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.850688,-88.930778(est)

Administrative Information

Investigator In Charge (IIC): FOX, ANDREW

Additional Participating Persons: Bill Cooley; Federal Aviation Administration - Springfield FSDO; Springfield, IL

Original Publish Date: April 15, 2003

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=53844>

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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](#).