



Aviation Investigation Final Report

Location:	Shearer, Idaho	Accident Number:	SEA02LA149
Date & Time:	August 10, 2002, 18:00 Local	Registration:	N1573P
Aircraft:	Piper PA-22/20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Before making his approach for the planned full-stop landing, the pilot flew over the 2,000 foot runway in order to check the winds. After seeing the wind socks were hanging limp (no wind), he initiated his approach to runway 18. While on final approach, the pilot realized that he was "coming in a little high," so he slipped the aircraft in order to lose altitude. As he crossed the runway threshold, his ground speed was "higher than normal," and he therefore had to use excessive braking in order to stop the aircraft before it reached the far end of the runway. During his braking attempt, as the aircraft was passing over a dip in the runway, it nosed over on to its back. According to the pilot, a slight tailwind seemed to come up while he was on final approach. The approach to runway 18 (the recommended landing direction) was made up the narrow Selway River Canyon and is a "blind approach." The first 400 feet of runway 18 is "very rough," and the Idaho Airport Facility Directory states that "inexperienced pilots" should use this field for emergencies only.

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 the proper approach speed while on final approach to the 2000 foot airstrip, and his excessive application of brakes while attempting to stop the aircraft during the resultant longer than normal landing roll. Factors include a slight tailwind.

Findings

Occurrence #1: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

1. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TAILWIND

Factual Information

On August 10, 2002, approximately 1800 mountain daylight time, a tailwheel-equipped Piper PA-22, N1573P, nosed over during the landing roll at Shearer Airport, Shearer, Idaho. The aircraft was owned and operated by a private pilot. The pilot and his passenger were not injured, however, the aircraft received substantial damage. The 14 CFR Part 91 personal pleasure flight departed Moose Creek Airport, Moose Creek Ranger Station, Idaho, approximately 15 minutes prior to the accident, and was being operated in visual meteorological conditions. No flight plan had been filed.

According to the pilot, before making his approach for the planned full-stop landing, he flew over the 2,000 foot runway in order to check the winds. After seeing the wind socks were hanging limp (no wind), he initiated his approach to runway 18. While on final approach, the pilot realized that he was "coming in a little high," so he slipped the aircraft in order to lose altitude. As he crossed the runway threshold, his ground speed was "higher than normal," and he therefore had to use excessive braking in order to stop the aircraft before it reached the far end of the runway. During his braking attempt, as the aircraft was passing over a dip in the runway, it nosed over on to its back. According to the pilot, a slight tailwind seemed to come up while he was on final approach.

According to the Idaho Division of Aeronautics' Airport Facilities Directory, the approach to runway 18 (the recommended landing direction) is made up the narrow Selway River Canyon and is a "blind approach." The directory further states that the first 400 feet of runway 18 is "very rough," and that "inexperienced pilots" should use this field for emergencies only.

Pilot Information

Certificate:	Private	Age:	32, 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 3 Expired	Last FAA Medical Exam:	May 17, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	November 28, 2001
Flight Time:	415 hours (Total, all aircraft), 400 hours (Total, this make and model), 63 hours (Last 90 days, all aircraft), 59 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1573P
Model/Series:	PA-22/20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-2576
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 19, 2002 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	63 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2637 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2B
Registered Owner:	Jesse E. Strasburg	Rated Power:	150 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Moose Creek , ID (1U1)	Type of Flight Plan Filed:	None
Destination:	Shearer, ID (2U5)	Type of Clearance:	None
Departure Time:	17:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	Shearer Airport 2U5	Runway Surface Type:	Grass/turf
Airport Elevation:	2634 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2000 ft / 25 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	45.99139,-114.840835

Administrative Information

Investigator In Charge (IIC): Anderson, Orrin
Additional Participating Persons: William Tubbs; Spokane FSDO

Original Publish Date: April 8, 2003

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=55486>

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](#).