



Aviation Investigation Final Report

Location:	Wht Sulphur Spg, Montana	Accident Number:	SEA04CA151
Date & Time:	August 1, 2004, 07:50 Local	Registration:	N3838P
Aircraft:	Piper PA22-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot said that he was getting his tail wheel endorsement and 15 hours flight time (with an instructor) for aircraft insurance purposes. He said that he had landed the airplane, and during the rollout, the airplane swerved. He said that he applied the brakes too hard, and the airplane nosed over on the runway. The left wing strut was bent, and the vertical stabilizer was bent and wrinkled.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the private pilot receiving flight training for a tail wheel endorsement to maintain aircraft control, and his excessive braking during the landing roll, subsequently nosing over the airplane. A contributing factor was the flight instructor's inadequate supervision of the trainee.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) AIRCRAFT HANDLING - EXCESSIVE - PILOT IN COMMAND
3. (F) REMEDIAL ACTION - DELAYED - OTHER CREWMEMBER

Factual Information

On August 1, 2004, at approximately 0750 mountain daylight time, a Piper PA22-20, N3838P, was substantially damaged when it nosed over following excessive braking during the landing roll at White Sulphur Springs Airport, White Sulphur Springs, Montana. The private pilot receiving instruction and the flight instructor were not injured. The pilot/owner was operating the airplane under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the cross-country instructional flight that originated from Bozeman, Montana, approximately 45 minutes before the accident. The pilot had not filed a flight plan.

The pilot said that he was getting his tail wheel endorsement and 15 hours flight time (with an instructor) for aircraft insurance purposes. He said that he had landed the airplane on runway 19, and during the rollout the airplane swerved. He said that he applied the brakes too hard, and the airplane nosed over on the runway. The left wing strut was bent, and the vertical stabilizer was bent and wrinkled.

The pilot said that he passed his private pilot check ride on June 24, 2004; his private pilot license with assigned number was pending.

Pilot Information

Certificate:	Private	Age:	29, Male
Airplane Rating(s):	Single-engine land	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:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	December 12, 2003
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	June 24, 2004
Flight Time:	65 hours (Total, all aircraft), 8 hours (Total, this make and model), 25 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Flight instructor Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	61, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	May 12, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 5, 2004
Flight Time:	7300 hours (Total, all aircraft), 25 hours (Total, this make and model), 7150 hours (Pilot In Command, all aircraft), 56 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3838P
Model/Series:	PA22-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-3528
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 9, 2004 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	9 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3878 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	Jeremy R. Maus	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:	BZN,4474 ft msl	Distance from Accident Site:	34 Nautical Miles
Observation Time:	07:56 Local	Direction from Accident Site:	175°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	17°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bozeman, MT (BZN)	Type of Flight Plan Filed:	None
Destination:	(BZN)	Type of Clearance:	None
Departure Time:	07:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	White Sulphur Springs Airport 7S6	Runway Surface Type:	Asphalt
Airport Elevation:	5061 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	Unknown
Runway Length/Width:	6100 ft / 60 ft	VFR Approach/Landing:	Full stop

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:	46.504165,-110.91333

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	Boby Radtke; Helena, MT; Helena, MT
Original Publish Date:	October 28, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=59811

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