



Aviation Investigation Final Report

Location:	Weiser, Idaho	Accident Number:	SEA05CA156
Date & Time:	July 30, 2005, 11:00 Local	Registration:	N7004K
Aircraft:	Piper PA-20-115	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was practicing his landings when during the landing flare, he inadvertently let the left wing get too low, resulting in the aircraft touching down on its left main gear. Immediately after the left gear touched down on the runway surface, the aircraft started to veer to the right. The pilot was unable to get the aircraft realigned with the runway heading, and as the aircraft continued to veer further to the right, the left wing began to drag across the runway surface. As the aircraft reached the east (right) side of the runway, the pilot applied hard braking to both wheels, and the aircraft nosed over, ending up on its back about 10 feet off the side of the runway. According to the pilot, there were no problems with the aircraft's flight controls or tailwheel steering system. During a discussion with the Investigator-In-charge, the pilot stated that the aircraft simply got away from him, and that as it started to depart the side of the runway, he applied a little too much braking.

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 directional control during the landing roll, and his application of excessive braking as the aircraft started to depart the side of the runway.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID

Phase of Operation: LANDING - ROLL

Findings

2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - GROUND

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

3. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

Factual Information

On July 30, 2005, approximately 1100 mountain daylight time, a Piper PA-20-115, N7004K, nosed over during the landing roll at Weiser Municipal Airport, Weiser, Idaho. The private pilot, who was the sole occupant, was not injured, but the aircraft, which is owned by the pilot's brother, sustained substantial damage. The local 14 CFR Part 91 personal proficiency flight, which began at the same location about 30 minutes earlier, was being operated in visual meteorological conditions. No flight plan had been filed. There was no report of an ELT activation.

According to the pilot, who was practicing his landings, during the landing flare, he inadvertently let the left wing get too low, resulting in the aircraft touching down on its left main gear. Immediately after the left gear touched down on the runway surface, the aircraft started to veer to the right. The pilot was unable to get the aircraft realigned with the runway heading, and as the aircraft continued to veer further to the right, the left wing began to drag across the runway surface. As the aircraft reached the east (right) side of the runway, the pilot applied hard braking to both wheels, and the aircraft nosed over, ending up on its back about 10 feet off the side of the runway. According to the pilot, there were no problems with the aircraft's flight controls or tailwheel steering system. During a discussion with the Investigator-In-charge, the pilot stated that the aircraft simply got away from him, and that as it started to depart the side of the runway, he applied a little too much braking.

Pilot Information

Certificate:	Private	Age:	74, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	January 1, 2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	376 hours (Total, all aircraft), 42 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7004K
Model/Series:	PA-20-115	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20-109
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-320
Registered Owner:	John W Hager	Rated Power:	
Operator:	Clyde Hager	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:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Weiser, ID (S87)	Type of Flight Plan Filed:	None
Destination:	(S87)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	44.206111,-115.963607

Administrative Information

Investigator In Charge (IIC): Anderson, Orrin

Additional Participating Persons:

Original Publish Date: October 27, 2005

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=62110>

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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](#).