



# Aviation Investigation Final Report

<b>Location:</b>	Anchorage, Alaska	<b>Accident Number:</b>	ANC08CA056
<b>Date &amp; Time:</b>	April 23, 2008, 21:30 Local	<b>Registration:</b>	N1452H
<b>Aircraft:</b>	Aeronca 15AC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of a tundra tire-equipped airplane related that after landing on a dry paved runway, he added engine power to expedite his taxi to the next taxiway intersection. As the airplane approached the intersection, the pilot applied heavy braking action while turning to the left, and the airplane nosed over. The pilot reported in his written statement to the NTSB that the airplane was equipped with double puck wheel brakes and 29-inch tundra tires, and he noted that excessive use of the brakes would cause the airplane to nose over. The airplane sustained substantial damage to the wings and vertical stabilizer. The pilot reported there were no preaccident mechanical problems with the airplane.

## 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. A factor was an excessive taxispeed.

## Findings

<b>Environmental issues</b>	Runway/landing area condition - Not specified
<b>Aircraft</b>	Brake - Incorrect use/operation
<b>Aircraft</b>	Surface speed/braking - Not specified

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Nose over/nose down (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	44, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	August 1, 2007
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	April 1, 2008
<b>Flight Time:</b>	74 hours (Total, all aircraft), 24 hours (Total, this make and model), 46 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Aeronca	<b>Registration:</b>	N1452H
<b>Model/Series:</b>	15AC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	521
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 1, 2007 Annual	<b>Certified Max Gross Wt.:</b>	2050 lbs
<b>Time Since Last Inspection:</b>	29 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1644 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-300B
<b>Registered Owner:</b>	Wolfgang E. Junge	<b>Rated Power:</b>	145 Horsepower
<b>Operator:</b>	Wolfgang Junge	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MRI,137 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	21:30 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.01 inches Hg	<b>Temperature/Dew Point:</b>	7°C / -3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Anchorage , AK (MRI )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Anchorage , AK (MRI )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	20:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Merrill Field MRI	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	25	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4000 ft / 1000 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	61.2,-149.833328

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Johnson, Clinton
<b>Additional Participating Persons:</b>	Charles D King; Anchorage FSDO
<b>Original Publish Date:</b>	July 30, 2008
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=67884">https://data.ntsb.gov/Docket?ProjectID=67884</a>

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](#).