



# Aviation Investigation Final Report

<b>Location:</b>	Gulkana, Alaska	<b>Accident Number:</b>	ANC09TA092
<b>Date &amp; Time:</b>	September 3, 2009, 12:08 Local	<b>Registration:</b>	N37HY
<b>Aircraft:</b>	AVIAT AIRCRAFT INC A-1B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Public aircraft		

## Analysis

The pilot was on a federal public use wildlife surveillance flight under Title 14, Code of Federal Regulations Part 91. The pilot reported that while landing at an off-airport site he applied the brakes too hard and the airplane nosed over. He reported that there were no preaccident mechanical anomalies, and that the airplane sustained substantial damage to both wing lift struts, the vertical stabilizer, and the tops of the wings.

## 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 an off-airport landing, resulting in the airplane nosing over.

## Findings

<b>Aircraft</b>	Braking capability - Incorrect use/operation
<b>Personnel issues</b>	Use of equip/system - Pilot
<b>Environmental issues</b>	Sloped/uneven terrain - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Nose over/nose down (Defining event)
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On September 3, 2009, about 1208 Alaska daylight time, a tailwheel equipped, Aviat Husky A-1B airplane, N37HY, sustained substantial damage when it nosed over during landing at an off airport site, about 19 miles east of Gulkana, Alaska. The airplane was being operated by the U.S. Park Service, Department of Interior, as a visual flight rules (VFR) public use flight, under Title 14, CFR Part 91, when the accident occurred. The solo commercial pilot was not injured. Visual meteorological conditions prevailed, and company flight following procedures were in effect.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on September 3, a spokesperson for the Park Service said the pilot was on a wildlife enforcement surveillance flight, and reported that the airplane nosed over during landing at the off airport site. He said there were no known mechanical anomalies with the airplane prior to the accident, and that the airplane sustained substantial damage to the wings, fuselage, and vertical stabilizer.

In a written statement to the NTSB dated September 5, an investigator for the Department of the Interior, reported that the pilot said he had applied the brakes too hard during landing at the off-airport site, and the airplane nosed over.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 10, 2009
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	April 30, 2008
<b>Flight Time:</b>	1700 hours (Total, all aircraft), 1350 hours (Total, this make and model), 1600 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AVIAT AIRCRAFT INC	<b>Registration:</b>	N37HY
<b>Model/Series:</b>	A-1B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	2037
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	August 27, 2009 Annual	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2311 Hrs at time of accident	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	O-360-A1D
<b>Registered Owner:</b>	UNITED STATES DEPARTMENT OF INTERIOR	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	UNITED STATES DEPARTMENT OF INTERIOR	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	U.S. Park Service	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAGK,1586 ft msl	<b>Distance from Accident Site:</b>	19 Nautical Miles
<b>Observation Time:</b>	11:53 Local	<b>Direction from Accident Site:</b>	255°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 18000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots / 8 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.77 inches Hg	<b>Temperature/Dew Point:</b>	12°C / 4°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Gulkana, AK (GKN )	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	Gulkana, AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:36 Local	<b>Type of Airspace:</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>	55.920391,-159.489883(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lewis, Lawrence
<b>Additional Participating Persons:</b>	Stephen V Rauch; U.S. Department of the Interior; Boise, ID
<b>Original Publish Date:</b>	August 12, 2010
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=74652">https://data.nts.gov/Docket?ProjectID=74652</a>

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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](#).