



Aviation Investigation Final Report

Location:	Watertown, South Dakota	Accident Number:	CEN11CA060
Date & Time:	November 8, 2010, 15:00 Local	Registration:	N3029Z
Aircraft:	Piper PA-22-160	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he circled the farm field to check the condition of the landing area prior to landing. During the landing roll, he inadvertently stepped on the brakes prior to the tailwheel touching down and the airplane nosed over, which resulted in substantial damage to the fuselage and wings.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent and premature use of the brakes during the landing roll, which resulted in a nose-over.

Findings

Aircraft	Brake - Unintentional use/operation
Personnel issues	(general) - Pilot

Factual Information

History of Flight

Landing-landing roll	Nose over/nose down (Defining event)
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Pilot Information

Certificate:	Private	Age:	58, 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 2 With waivers/limitations	Last FAA Medical Exam:	July 7, 2009
Occupational Pilot:		Last Flight Review or Equivalent:	August 10, 2010
Flight Time:	138 hours (Total, all aircraft), 45 hours (Total, this make and model), 45 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3029Z
Model/Series:	PA-22-160	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	22-6983
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	December 20, 2009 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	74 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1976 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320
Registered Owner:	SUPER 20 LLC	Rated Power:	160 Horsepower
Operator:	SUPER 20 LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ATW,1749 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	14:45 Local	Direction from Accident Site:	135°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	18°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Laverne, SD (LYV)	Type of Flight Plan Filed:	None
Destination:	Watertown, SD	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	44.972499,-96.994445(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	Alan Christianson; FAA-RAP-FSDO; Rapid City, SD
Original Publish Date:	April 12, 2011
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=77756

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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](#).