



# Aviation Investigation Final Report

<b>Location:</b>	Midland, Texas	<b>Accident Number:</b>	GAA15CA012
<b>Date &amp; Time:</b>	March 19, 2015, 18:20 Local	<b>Registration:</b>	N2722M
<b>Aircraft:</b>	Piper PA 12	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot landed the tailwheel-equipped airplane in variable wind conditions. During the landing roll he applied excessive brake in fear of a runway excursion, which resulted in the airplane nosing over and coming to rest inverted. The airplane sustained substantial damage to its wings, left wing strut and rudder. The pilot reported no pre-impact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive braking during the landing roll.

## Findings

<b>Personnel issues</b>	Use of equip/system - Pilot
<b>Aircraft</b>	Surface speed/braking - Not attained/maintained
<b>Environmental issues</b>	Variable wind - Effect on operation
<b>Aircraft</b>	Brake - Incorrect use/operation

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Nose over/nose down (Defining event)
<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<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 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	November 20, 2013
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	September 2, 2013
<b>Flight Time:</b>	573.7 hours (Total, all aircraft), 41.7 hours (Total, this make and model), 573.7 hours (Pilot In Command, all aircraft), 15.8 hours (Last 90 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N2722M
<b>Model/Series:</b>	PA 12 NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1946	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	12-1133
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	March 13, 2015 Annual	<b>Certified Max Gross Wt.:</b>	1850 lbs
<b>Time Since Last Inspection:</b>	2 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2193.7 Hrs at time of accident	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	C91A installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320 SERIES
<b>Registered Owner:</b>	WATSON JAY C	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	WATSON JAY C	<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>	KMAF,2833 ft msl	<b>Distance from Accident Site:</b>	9 Nautical Miles
<b>Observation Time:</b>	17:53 Local	<b>Direction from Accident Site:</b>	304°
<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>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.9 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MIDLAND, TX (7T7)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	MIDLAND, TX (7T7)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:10 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	SKYWEST INC 7T7	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	2805 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	06	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2800 ft / 45 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<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 Minor	<b>Latitude, Longitude:</b>	31.942499,-102.201942(est)

## Administrative Information

**Investigator In Charge (IIC):** Hicks, Michael

**Additional Participating Persons:** Stanley Hinds; Federal Aviation Administration; Lubbock, TX

**Original Publish Date:** June 1, 2015

**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=90899>

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