



Aviation Investigation Final Report

Location:	Skwentna, Alaska	Accident Number:	GAA19CA385
Date & Time:	June 27, 2019, 11:45 Local	Registration:	N3914M
Aircraft:	Piper PA 12	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during the takeoff roll from a backcountry airstrip, about midpoint, the airplane failed to lift off, so he aborted the takeoff. He reduced the throttle and applied the brakes. As the airplane slowed and while the pilot was reaching for the mixture lever, the airplane nosed over. The airplane sustained substantial damage to the right-wing lift strut, vertical stabilizer, and rudder. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 use of excessive brakes during an aborted takeoff, which resulted in a nose-over.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	Use of equip/system - Pilot
Aircraft	Surface speed/braking - Incorrect use/operation

Factual Information

History of Flight

Takeoff-rejected takeoff	Nose over/nose down (Defining event)
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Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	May 25, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 18, 2018
Flight Time:	(Estimated) 280 hours (Total, all aircraft), 235 hours (Total, this make and model), 240 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3914M
Model/Series:	PA 12 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1947	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-2812
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	April 1, 2019 Annual	Certified Max Gross Wt.:	1850 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1086 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	O-320 SERIES
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PATK,356 ft msl	Distance from Accident Site:	48 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	71°
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	26°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anchorage, AK (LHD)	Type of Flight Plan Filed:	None
Destination:	Skwentna, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	62.072223,-151.729446(est)

Administrative Information

Investigator In Charge (IIC): Nepomuceno, Eleazar

Additional Participating Persons:

Original Publish Date: May 21, 2020

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=99777>

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](#).