

Brief of Accident

Adopted 05/05/2014

ERA14CA188  
File No. 32572                      04/06/2014                      Bethel ,ME                      Aircraft Reg No. N74843                      Time (Local): 12:30 EDT

Make/Model: Piper/PA 18-150  
Engine Make/Model: Lycoming / O-320 SERIES  
Aircraft Damage: Substantial  
Number of Engines: 1  
Operating Certificate(s): None  
Type of Flight Operation: Banner Tow  
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	0	1
Pass	0	0	0

Last Depart. Point: Same as Accident/Incident Location  
Destination: Local Flight, ME  
Airport Proximity: On Airport/Airstrip  
Airport Name: BETHEL RGNL  
Runway Identification: 32  
Runway Length/Width (Ft): 3818 / 75  
Runway Surface: Asphalt  
Runway Surface Condition: Dry

Condition of Light: Day  
Weather Info Src: Weather Observation Facility  
Basic Weather: Visual Conditions  
Lowest Ceiling: None  
Visibility: 10.00 SM  
Wind Dir/Speed: 320 / 012 kts  
Temperature (°C): 1  
Precip/Obscuration: No Obscuration; No Precipitation

Pilot-in-Command                      Age: 58

Flight Time (Hours)

Certificate(s)/Rating(s)  
Commercial; Single-engine Land

Total All Aircraft: 4202  
Last 90 Days: 12  
Total Make/Model: 2206  
Total Instrument Time: 11

Instrument Ratings  
Airplane

\*\*\* Note: NTSB investigators used data provided by various entities, including, but not limited to, the Federal Aviation Administration and/or the operator and did not travel in support of this investigation to prepare this aircraft accident report. \*\*\*

According to the pilot of the tailwheel equipped airplane, he landed on runway 32 with a left quartering headwind. He stopped the airplane and initiated a turn in order to back taxi to exit the runway. As the airplane turned, the pilot pushed the control stick forward to keep the tail of the airplane down. However, during the turn, a "gust [of wind] lifted the tail" of the airplane, it nosed over, and came to rest inverted resulting in substantial damage to the fuselage, rudder, and right wing. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation. The wind reported at the airport about the time of the accident was from 320 degrees at 12 knots gusting to 24 knots.

Updated at May 5 2014 11:20AM

Brief of Accident (Continued)

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OCCURRENCES

Taxi-from runway - Other weather encounter  
Taxi-from runway - Loss of control on ground  
Taxi-from runway - Nose over/nose down

FINDINGS

Environmental issues-Conditions/weather/phenomena-Wind-Gusts-Contributed to outcome - C  
Aircraft-Aircraft handling/service-Towing and taxiing-Taxiing-Not specified - C  
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows:  
The pilot's failure to maintain control of the airplane while taxiing after landing during gusty wind conditions.