

**From:** [Sean Martens](#)  
**To:** [Gupta, Mahesh \(FAA\)](#)  
**Cc:** [Burnett, Mark \(FAA\)](#)  
**Subject:** RE: Waco N11457 HWV  
**Date:** Friday, May 08, 2020 12:12:27 PM  
**Attachments:** [image001.png](#)

---

Corrected statement with correct data and time

Gentlemen,

Here is the information you requested.

Description of the event:

On Sunday May 3<sup>rd</sup> 2020 at approximately 3:15 I departed Bayport Aerodrome in Waco QCF S/N 148 N11457 and flew south to the outer shoreline of Long Island and then headed East along the outer shoreline and then turned Northwest 5 Nautical Miles five nautical miles east of Smith Point Park heading direct to Brookhaven Airport (KHWV). At approximately 3:50PM After executing a full stall 3 point landing on Runway 24 right grass, I then applied light differential brake pressure to slow the aircraft to turning speed to exit the runway for landing traffic. As soon as brake pressure was applied the tail of the aircraft lifted and the aircraft rolled over onto its back. I then exited the aircraft radioed the landing traffic that I was disabled on the runway and let the Unicom know that I was ok, I then shut off the fuel master and Mags and reset the ELT. After noticing the aircraft was leaking fuel from its fuel tank I lifted the tail of the aircraft to a 45 Degree angle to attempt to prevent the fuel from exiting the vent tubes. I was able to reduce the flow of the leak until the Fire department arrived to seal the tubes.

As will all accidents many factors lead to their occurrence, in this case the aircraft having full fuel and an empty baggage compartment lead to a forward CG that I was not accustomed to, that coupled with soft turf and the application of light braking caused a moment of inertia that ultimately led to the aircraft rotating onto its back. As a pilot of a 1930s and 40 airplanes, I was aware of the adverse effect of a large mass in the upper wing of the aircraft but, did not know that it could be a factor at such a low speed.

Corrective actions:

I have already reviewed several training videos related to the operation of vintage biplanes and will seek additional training with a qualified flight instructor to insure I possess the prerequisite knowledge to operate such aircraft proficiently and safely. As I mentioned on the phone I believe owning and operating an aircraft, especially ones of historical significance is not a right, it is a privilege, and I am well aware of the responsibilities that come with that privilege. I am more than open to any suggestions you may have as it relates to training or knowledge, please know that aviation is one of my passions and although it is only a hobby for me, I treat it with the same respect

that a professional would.

United states Navy Training Film [https://www.youtube.com/watch?v=\\_FtZ\\_9nPv\\_A](https://www.youtube.com/watch?v=_FtZ_9nPv_A) at Min 22 ( please ignore the humor, because when you are upside down, it's not funny.) I did not hit the brakes hard at all, but this is exactly what happened.

please let me know if you need any additional documentation or have any other questions.

**Sean C. Martens**

[REDACTED]

---

**From:** Gupta, Mahesh (FAA) [REDACTED]  
**Sent:** Tuesday, May 5, 2020 12:21 PM  
**To:** Sean Martens <[REDACTED]>  
**Cc:** Burnett, Mark (FAA) [REDACTED]  
**Subject:** Waco N11457 HWV

Sean,

As discussed, can you please email the following:

- Your explanation how this accident/incident occurred and any casual contributing factors.
- Your recommendations for systemic corrective action in order to reduce the risk of future occurrence
- Pilot Certificate
- Medical Certificate
- Record of recent flight experience and Copy of Flight Review
- Total flight hours in last 12 months and 90 days
- Record of any training completed within last 24 months

Thank you  
Mike

Mahesh Gupta  
Aviation Safety Inspector-Operations  
Federal Aviation Administration  
Farmingdale FSDO-11 New York  
[REDACTED]



CONFIDENTIALITY NOTICE: THIS E-MAIL TRANSMISSION MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, PROPRIETARY, SUBJECT TO COPYRIGHT, AND/OR EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IT IS FOR THE USE OF INTENDED RECIPIENTS ONLY. If you are not an intended recipient of this message, please notify the original sender immediately by forwarding what you received and then delete all copies of the correspondence and attachments from your computer system. Any use, distribution, or disclosure of this message by unintended recipients is not authorized and may be unlawful. Thank you for your cooperation.