



Aviation Investigation Factual Report

Location:	LIMINGTON, Maine	Accident Number:	IAD99LA073
Date & Time:	February 14, 1999, 13:00 Local	Registration:	N10730
Aircraft:	Monocoupe 110	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On February 14, 1999, about 1300 Eastern Standard Time, a Monocoupe 110, N10730, was substantially damaged during landing rollout on Runway 29 at the Limington-Harmon Airport, Limington, Maine. The certificated private pilot/co-owner was not injured. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight conducted under 14 CFR Part 91.

In a written statement, the pilot said:

"On February 14, 1999, I planned to fly in the pattern and do some take-offs and landings. The weather was cool, clear with light winds. Take-off time was approx. 12:30 EST. I flew in the pattern for about 20 minutes and was on my first landing when the accident occurred. Pattern, approach, flare and touchdown were normal. While rolling out I experienced a wind gust that caused a momentary loss of directional control. While regaining directional control, the right main wheel crossed the edge of the runway and caught in snow. The aircraft slowly nosed over and came to rest at the edge of the runway with one wing tip on the snow bank and the other on the runway."

A Federal Aviation Administration (FAA) inspector reported that the propeller and the fuselage were damaged along with, the vertical stabilizer, rudder, and left wing. According to the pilot, the airplane was completely restored after the accident.

The pilot described the wind conditions at the time of the accident to an FAA inspector. According to the FAA inspector's written statement, the pilot reported that it was windy and the winds favored Runway 29.

The pilot reported 322 total flight hours, of which 174 hours were in make and model. The pilot also reported that there were no mechanical malfunctions with the airplane.

The Safety Board was notified of the accident on October 18, 2000. According to an FAA inspector, the pilot contacted the local Flight Standards District Office (FSDO) after the accident occurred in 1999, and left a voice mail message. However, the voice mail system was not working properly and the FAA never received the message. The pilot, after not hearing any response from the FAA, again contacted the FSDO at which time he talked with an inspector. The inspector, who is no longer employed at the FSDO, did not pursue this event as an accident for undetermined reasons. In October 2000, the co-owner of the airplane contacted the FSDO and Safety Board to obtain information about the accident for insurance purposes. At that time, it was learned there was no record of the accident, and the investigation process into this accident was initiated.

Pilot Information

Certificate:	Private	Age:	49, 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 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 24, 1954
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	322 hours (Total, all aircraft), 174 hours (Total, this make and model), 230 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Monocoupe	Registration:	N10730
Model/Series:	110 110	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5W92
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Warner
ELT:	Installed, not activated	Engine Model/Series:	50 SCARAB
Registered Owner:	RANDY OLIVER AND EUGENE BIBBER	Rated Power:	125 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(63B)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	LIMINGTON-HARMON 63B	Runway Surface Type:	Asphalt
Airport Elevation:	291 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	Stop and go

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:	

Administrative Information

Investigator In Charge (IIC):	Yeager, Leah
Additional Participating Persons:	DENNIS A DELO; PORTLAND , ME
Report Date:	November 6, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=50491

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](#).