



Aviation Investigation Factual Report

Location:	Sanford, Florida	Accident Number:	ATL02LA018
Date & Time:	December 19, 2001, 12:30 Local	Registration:	N522H
Aircraft:	Pitts S-1S	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On December 19, 2001, about 1230 eastern standard time, a Pitts S-1S, N522H, registered to a private owner, nosed over during landing roll at Orlando Sanford Airport in Sanford, Florida. The personal flight was conducted under the provisions of Title 14 CFR Part 91 with no flight plan filed. Visual meteorological conditions prevailed at the time of the accident. The airplane sustained substantial damage, and the airline transport pilot was not injured. The local flight departed Orlando Sanford Airport about 1150.

The pilot executed a downwind approach and touched down on runway 9 center. The pilot stated, during landing roll at 10 miles per hour, a tailwind picked up the tail of the airplane. The airplane's propeller struck the ground, and the airplane nosed over and came to rest inverted on the runway. A review of weather observation data for the airport indicated at 1253, winds were reported from 260 degrees magnetic at 10 knots.

Initial examination of the airplane revealed the propeller and spinner were damaged, the top wing spar support members were bent, one outboard wing spar was broken, the top rudder bow was bent with wrinkling of the fuselage at the base of the fin, the leading edge of the top wing showed cracks on both sides of the fuel tank, and the engine mounts were displaced.

Pilot Information

Certificate:	Airline transport	Age:	57, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	May 17, 2001
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 7, 2001
Flight Time:	16800 hours (Total, all aircraft), 205 hours (Total, this make and model), 120 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Pitts	Registration:	N522H
Model/Series:	S-1S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	093
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	March 30, 2001 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	187 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	AEIO-360 H1B
Registered Owner:	John L. Heverling	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSFB,55 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	22°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sanford, FL (KSFB)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	11:50 Local	Type of Airspace:	Class D

Airport Information

Airport:	Orlando Sanford Airport KSFB	Runway Surface Type:	Asphalt
Airport Elevation:	55 ft msl	Runway Surface Condition:	Dry
Runway Used:	9C	IFR Approach:	None
Runway Length/Width:	3578 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	29.239837,-81.060165(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	John M Murphy; FAA - Orlando FSDO - 15; Orlando, FL
Report Date:	May 8, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=53935

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](#).