



Aviation Investigation Final Report

Location:	ROANOKE, Virginia	Accident Number:	BF087DID04
Date & Time:	September 23, 1987, 19:00 Local	Registration:	N36GP
Aircraft:	BENNETTER-STEVENS STARDUSTER	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT WENT ON AN ORIENTATION FLT IN THE HOME BUILT STARDUSTER. DRG THE LNDG, THE ACFT TOUCHED DOWN AT ABOUT 40 MPH. THE PLT STATED THAT AS IT SLOWED TO ABOUT 25 MPH, THE 'RIGHT BRAKE OR SOMETHING LOCKED, PLANE PULLED HARD RIGHT, THEN UP ON NOSE & OVER ON BACK.' HE BELIEVED THAT 'NO ONE WAS USING BRAKES.' HOWEVER, NO MALFUNCTION OF THE BRAKE SYSTEM WAS FND DRG THE INVESTIGATION. THE ACFT HAD A TOTAL FLT TIME OF 512 HRS. THE PLT HAD ONLY 2 HRS OF FLT TIME IN THIS MAKE & MODEL OF ACFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED
3. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):		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:	December 23, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	250 hours (Total, all aircraft), 2 hours (Total, this make and model), 190 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BENNETTER-STEVENS	Registration:	N36GP
Model/Series:	STARDUSTER STARDUSTER	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	SB1
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 1, 1987 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	512 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-360-A1A
Registered Owner:	LARRY T HUBBARD	Rated Power:	180 Horsepower
Operator:	LARRY T. HUBBARD	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:	ROA ,1176 ft msl	Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	WOODRUM FIELD ROA	Runway Surface Type:	Concrete
Airport Elevation:	1176 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	6802 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	37.210289,-80.039398(est)

Administrative Information

Investigator In Charge (IIC): Roberts, E

Additional Participating Persons:

Original Publish Date: January 25, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=11267>

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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](#).