



# Aviation Investigation Final Report

<b>Location:</b>	MILTON, Delaware	<b>Accident Number:</b>	BF088DHD02
<b>Date &amp; Time:</b>	October 16, 1987, Local	<b>Registration:</b>	N53488
<b>Aircraft:</b>	BOEING A75N1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

THE CHECK PILOT STATED THAT THE PILOT'S SECOND LANDING IN THE ACCIDENT AIRCRAFT WAS A 'WHEEL' LANDING. HE REPORTED THAT THE PILOT TOUCHED DOWN ON THE TOP OF A CREST IN THE AIRSTRIP WITH THE TAIL HIGH. THE AIRCRAFT CONTINUED DOWN THE SLIGHT SLOPE WITH A QUARTERING TAILWIND. ACCORDING TO THE CHECK PILOT, THE PILOT APPLIED THE BRAKES AND THE AIRCRAFT NOSED OVER, COMING TO REST INVERTED ON THE GRASS STRIP.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER BRAKE APPLICATION DURING A 'WHEEL' LANDING, WHICH RESULTED IN THE AIRCRAFT NOSING OVER. THE SLIGHT DOWNSLOPE OF THE AIRSTRIP, A QUARTERING TAILWIND, INADEQUATE SUPERVISION ON THE PART OF THE CHECK PILOT, AND THE PILOT'S LACK OF FAMILIARITY WITH THE ACCIDENT AIRCRAFT ALL CONTRIBUTED TO THE ACCIDENT.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - CROSSWIND

2. (F) WEATHER CONDITION - TAILWIND
3. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL
4. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
5. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
6. (F) SUPERVISION - INADEQUATE - CHECK PILOT

-----

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

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	20, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	October 21, 1986
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	542 hours (Total, all aircraft), 440 hours (Pilot In Command, all aircraft), 192 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BOEING	<b>Registration:</b>	N53488
<b>Model/Series:</b>	A75N1 A75N1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	75-2284
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2700 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	10 Hrs	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	R-985
<b>Registered Owner:</b>	EAGLE CREST FLYING CLUB, INC.	<b>Rated Power:</b>	
<b>Operator:</b>	JOSEPH R. HUDSON	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## 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	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / 7 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	Class G

## Airport Information

Airport:	EAGLE CREST	Runway Surface Type:	Grass/turf
Airport Elevation:	28 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	3500 ft / 11 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.770164,-75.310829(est)

## Administrative Information

**Investigator In Charge (IIC):** Wieand, Jeffrey

**Additional Participating Persons:**

**Original Publish Date:** November 10, 1992

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=11344>

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](#).