



# Aviation Investigation Final Report

<b>Location:</b>	CHARLEVOIX, Michigan	<b>Accident Number:</b>	CHI87DEM12
<b>Date &amp; Time:</b>	August 25, 1987, 10:30 Local	<b>Registration:</b>	N76SC
<b>Aircraft:</b>	PITTS                      S-1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

DURING LANDING ON A SHORT SOD STRIP WITH A CROSS WIND THE PILOT LOST CONTROL WHEN EXCESSIVE BRAKES WERE APPLIED. THE AIRCRAFT NOSED OVER. THE PLT STATED THAT AFTER LANDING HE APPLIED THE BRAKES AND THE ACFT ASSUMED ABOUT A 45 DEGREE NOSE DOWN ATTITUDE AND THE WHEEL PANTS DUG IN WHICH TRIPPED THE ACFT. THE MAIN GEAR COLLAPSED REARWARD AND THE PROP STRUCK THE GROUND, AS THE ACFT NOSED OVER. THE PLT OPERATED HEAVY ACFT FOR A COMMERCIAL AIRLINE AND HAD LIMITED TIME IN THE TYPE ACFT. HE RECOMMENDED USING LESS BRAKING AND A LONG RWY FOR LANDING.

## 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 - FLARE/TOUCHDOWN

#### Findings

1. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. (F) WEATHER CONDITION - CROSSWIND

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

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight engineer; Flight instructor	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	April 21, 1987
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	9364 hours (Total, all aircraft), 13 hours (Total, this make and model), 9200 hours (Pilot In Command, all aircraft), 278 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PITTS	<b>Registration:</b>	N76SC
<b>Model/Series:</b>	S-1 S-1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	1001
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	June 26, 1987 Annual	<b>Certified Max Gross Wt.:</b>	1050 lbs
<b>Time Since Last Inspection:</b>	5 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	456 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-360-A4A
<b>Registered Owner:</b>	THOMAS EUGENE BULLARD	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	THOMAS EUGEN BULLARD	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	TVC ,624 ft msl	<b>Distance from Accident Site:</b>	37 Nautical Miles
<b>Observation Time:</b>	09:45 Local	<b>Direction from Accident Site:</b>	200°
<b>Lowest Cloud Condition:</b>	Scattered	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:24 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CHARLEVOIX MUNICIPAL CVX	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	657 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	31	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1310 ft / 300 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	45.31047,-85.249534(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Elliott, Will
<b>Additional Participating Persons:</b>	ROLLIE STANDRING;
<b>Original Publish Date:</b>	December 27, 1988
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=13571">https://data.ntsb.gov/Docket?ProjectID=13571</a>

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