



Aviation Investigation Final Report

Location:	Hollister, California	Accident Number:	WPR24LA250
Date & Time:	July 18, 2024, 10:00 Local	Registration:	N54173
Aircraft:	Boeing B75N1/N2S-3	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot of the tailwheel equipped airplane reported that he had not flown the airplane for a while and was practicing landings with a certificated flight instructor as a passenger. On the first landing in light and variable wind, the airplane veered sharply to the left. The pilot attempted to steer to the right, but the airplane nosed over and came to rest inverted.

The pilot reported that there were no mechanical malfunctions or failures that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's loss of directional control on landing, which resulted in a nose over.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	64,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	May 31, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 22, 2023
Flight Time:	1154 hours (Total, all aircraft), 477 hours (Total, this make and model), 1039 hours (Pilot In Command, all aircraft)		

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	71,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 3, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 15, 2022
Flight Time:	14335 hours (Total, all aircraft), 750 hours (Total, this make and model), 14280 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N54173
Model/Series:	B75N1/N2S-3	Aircraft Category:	Airplane
Year of Manufacture:	1942	Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	75-6574
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 1, 2023 Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1
Airframe Total Time:	2973 Hrs	Engine Manufacturer:	
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCVH, 230 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:30 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.86 inches Hg	Temperature/Dew Point:	23°C / 14°C
Precipitation and Obscuration:			
Departure Point:	Hollister, CA	Type of Flight Plan Filed:	None
Destination:	Hollister, CA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Hollister Municipal Airport KCVH	Runway Surface Type:	Asphalt
Airport Elevation:	231 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	6350 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.891059,-121.40804

Administrative Information

Investigator In Charge (IIC):	Salazar, Fabian
Additional Participating Persons:	Tom Holden; Federal Aviation Administration; San Jose, CA
Original Publish Date:	February 27, 2025
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194744

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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](#).