



Aviation Investigation Final Report

Location:	Camarillo, California	Accident Number:	WPR24LA258
Date & Time:	July 25, 2024, 10:15 Local	Registration:	N5708N
Aircraft:	Boeing A75N1(PT17)	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while practicing landings the airplane touched down and veered to the right. He attempted to correct the movement with control inputs, but was unsuccessful. As the airplane approached the right runway edge, the pilot considered applying power, but the propeller contacted the ground, the airplane nosed over and came to rest inverted. The airplane sustained substantial damage to the left lower wing, vertical stabilizer and rudder. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane 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 during landing, which resulted in a nose over.

Findings

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

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
Landing-flare/touchdown	Attempted remediation/recovery
Landing-flare/touchdown	Runway excursion
Landing-flare/touchdown	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	66,Male
Airplane Rating(s):	Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	August 2, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	200 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N5708N
Model/Series:	A75N1(PT17)	Aircraft Category:	Airplane
Year of Manufacture:	1941	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	75-7809
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 1, 2023 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	37 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Jacobs
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	R-755-A2
Registered Owner:	On file	Rated Power:	225 Horsepower
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:	KCMA, 71 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	09:55 Local	Direction from Accident Site:	182°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	Unknown / Unknown
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	24°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Camarillo, CA	Type of Flight Plan Filed:	VFR
Destination:	Camarillo, CA	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	CAMARILLO CMA	Runway Surface Type:	Asphalt;Concrete
Airport Elevation:	75 ft msl	Runway Surface Condition:	Dry
Runway Used:	08/26	IFR Approach:	None
Runway Length/Width:	6013 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.213914,-119.08787

Administrative Information

Investigator In Charge (IIC):	Swick, Andrew
Additional Participating Persons:	Jeremy Y Leung; FAA-FSDO; Van Nuys, 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=194787

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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](#).