



Aviation Investigation Final Report

Location:	MINDEN, Louisiana	Accident Number:	FTW87LA110
Date & Time:	April 28, 1987, 13:55 Local	Registration:	N55889
Aircraft:	LAW OSPREY-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

PILOT STATED THAT HE FLARED ABOUT TEN FEET TOO HIGH AND LANDED HARD COLLAPSING THE MAIN GEAR FOLLOWED BY THE AIRCRAFT SLIDING OFF THE RUNWAY AND COLLIDING WITH A DITCH WHERE SUBSTANTIAL DAMAGE OCCURRED.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 1. (F) ALTITUDE - MISJUDGED - PILOT IN COMMAND
- 2. (F) FLARE - PREMATURE - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 3. (F) TERRAIN CONDITION - DITCH

4. (F) LANDING GEAR,MAIN GEAR - OVERLOAD
5. (F) LANDING GEAR,MAIN GEAR - FAILURE,TOTAL

Factual Information

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	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:	March 5, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	350 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LAW	Registration:	N55889
Model/Series:	OSPNEY-2 OSPNEY-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	476
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	UNKNOWN
ELT:	Not installed	Engine Model/Series:	UNKNOWN
Registered Owner:	PAUL HILBURN	Rated Power:	
Operator:	PAUL HILBURN	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:	MZR ,79 ft msl	Distance from Accident Site:	70 Nautical Miles
Observation Time:	13:54 Local	Direction from Accident Site:	100°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NATCHEZ , MS (HEZ)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	MINDEN-WEBSTER F24	Runway Surface Type:	Asphalt
Airport Elevation:	290 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	32.610237,-93.280059(est)

Administrative Information

Investigator In Charge (IIC):	Edwards, Armond
Additional Participating Persons:	LARRY BARKLAGE; BATON ROUGE , LA
Original Publish Date:	May 27, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=22358

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](#).