



Aviation Investigation Final Report

Location:	BROOKINGS, Oregon	Accident Number:	SEA96LA098
Date & Time:	May 26, 1996, 14:30 Local	Registration:	N56642
Aircraft:	Consolidated-Vultee BT-13A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he was performing take-offs and landings in his World War II vintage aircraft. He stated that the wind direction reversed and became gusty, while he was in the traffic pattern for another landing on runway 12. The pilot elected to continue the approach and landing. He stated that when he realized he had a tail wind, it was 'too late for go-around.' He elected to veer the airplane off to one side of the runway into brush rather than continue off the opposite end of the runway and down a bluff. The right wing of the airplane impacted a fir tree. The airplane then spun around, and the left wing struck a tree stump. No preimpact mechanical deficiency was reported.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's misjudgment of distance/speed during the approach to landing, his failure to attain a proper touchdown point for landing, and his failure to perform a go-around, while there was sufficient runway and airspeed remaining. The tailwind was a related factor.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

- Findings
1. (F) WEATHER CONDITION - TAILWIND

2. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND
3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

5. OBJECT - TREE(S)

Factual Information

On May 26, 1996, about 1430 Pacific daylight time, N56642, a Consolidated-Vultee BT-13A airplane, operated by the owner/pilot, was substantially damaged during landing in Brookings, Oregon. The commercial pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed and no flight plan had been filed. The personal flight departed from Arcata, California, and was conducted under 14 CFR 91.

The pilot stated that he was performing take-offs and landings in his World War II vintage aircraft at the Brookings State Airport. He stated that the wind "did a 180 degree reversal with gusts to 20 [plus knots] estimated by ground observers" while he was in the traffic pattern for another landing on runway 12. The pilot elected to continue the approach and landing. He stated that when he realized he had a tail wind, it was "too late for go-around." He stated that he "elected to go off [the side of the runway] in brush rather than off bluff at end." The right wing of the airplane impacted a fir tree. The airplane spun around and the left wing struck a tree stump. No preimpact mechanical deficiencies were reported.

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 12, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4000 hours (Total, all aircraft), 800 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Consolidated-Vultee	Registration:	N56642
Model/Series:	BT-13A BT-13A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	6097
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 1, 1995 Annual	Certified Max Gross Wt.:	4350 lbs
Time Since Last Inspection:	72 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2805 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985
Registered Owner:	GIANNANDREA, GARY F.	Rated Power:	450 Horsepower
Operator:		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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ARCATA , CA (ACV)	Type of Flight Plan Filed:	None
Destination:	(BOK)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	BROOKINGS STATE BOK	Runway Surface Type:	Asphalt
Airport Elevation:	459 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	2600 ft / 50 ft	VFR Approach/Landing:	Full stop;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:	42.130199,-124.239173(est)

Administrative Information

Investigator In Charge (IIC):	Guzzetti, Jeffrey
Additional Participating Persons:	JOSEPH INKS; PORTLAND , OR
Original Publish Date:	February 28, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=42370

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](#).