



# Aviation Investigation Final Report

<b>Location:</b>	CREVE COEUR, Missouri	<b>Accident Number:</b>	CHI00LA216
<b>Date &amp; Time:</b>	July 25, 2000, 09:00 Local	<b>Registration:</b>	N19429
<b>Aircraft:</b>	Monocoupe 90A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The flight was conducted to allow the owner to accrue two hours of instruction for insurance purposes. The flight instructor was performing a landing when the accident occurred. According to a statement by the owner, "During landing roll-out aircraft drifted toward right side of runway at which time the instructor exclaimed 'I don't have brakes over here'. Brakes were applied by trainee [owner] causing aircraft to nose over and come to rest on its back." Brakes were installed only in the left seat position. The flight instructor was seated in the right seat position. No pre-existing anomalies were found during a postaccident inspection of the aircraft.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the excessive brakes applied by the second pilot. A factor to the accident was the unavailability of brakes on the flight instructor's side of the aircraft.

## Findings

Occurrence #1: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) BRAKES(NORMAL) - NOT AVAILABLE - PILOT IN COMMAND(CFI)
2. (C) BRAKES(NORMAL) - EXCESSIVE - COPILOT/SECOND PILOT



## Factual Information

On July 25, 2000, at 0900 central daylight time, a Monocoupe 90A, N19429, piloted by a certified flight instructor, was substantially damaged during a nose over during landing at the St. Louis-Creve Coeur Airport (1H0), Creve Coeur, Missouri. The instructional flight was operating under the provisions of 14 CFR Part 91, and was not operating on a flight plan. Visual meteorological conditions prevailed at the time of the accident. The flight instructor and the airline transport pilot rated student reported no injuries. The local flight departed 1H0 at 0845.

The flight was conducted for the purpose of allowing the owner to log two hours as required by his insurance. This was the second hour of that training. Four touch and goes had been completed prior to the accident landing. Three touch and goes were performed on a previous flight and one was performed during the accident flight. During the accident flight, the owner asked if the instructor would like to perform a landing. The owner said, in a written statement, "Instructor assumed control of the aircraft. During landing roll-out [the] aircraft drifted toward right side of runway at which time instructor exclaimed, 'I don't have brakes over here'. Brakes were applied by trainee [owner] causing aircraft to nose over and come to rest on its back."

According to a statement by the flight instructor, "On July 14, 2000 [flight instructor] and [owner] had flown the aircraft for one hour and had successfully make several takeoffs and landings. Also, the aircraft was taxied around the airport for some time to become familiar with brakes and ground characteristics prior to flying." The flight instructor also stated that the aircraft had brakes installed only in the left seat position. The flight instructor was seated in the right seat position.

No pre-existing anomalies were found during a postaccident inspection of the aircraft.

## Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 14, 2000
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1866 hours (Total, all aircraft), 256 hours (Total, this make and model), 1681 hours (Pilot In Command, all aircraft), 168 hours (Last 90 days, all aircraft), 64 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Monocoupe	<b>Registration:</b>	N19429
<b>Model/Series:</b>	90A 90A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	A-780
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	September 15, 1999 Annual	<b>Certified Max Gross Wt.:</b>	1610 lbs
<b>Time Since Last Inspection:</b>	17 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lambert
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	R-266
<b>Registered Owner:</b>	MARVIN MILLER	<b>Rated Power:</b>	90 Horsepower
<b>Operator:</b>		<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>	STL ,604 ft msl	<b>Distance from Accident Site:</b>	7 Nautical Miles
<b>Observation Time:</b>	07:53 Local	<b>Direction from Accident Site:</b>	80°
<b>Lowest Cloud Condition:</b>	Scattered / 25000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	80°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	66°C / 65°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(1H0 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	08:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ST. LOUIS - CREVE COEUR 1H0	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	450 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	7	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 180 ft	<b>VFR Approach/Landing:</b>	Touch and go;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 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>	2 None	<b>Latitude, Longitude:</b>	38.659812,-90.460075(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Brannen, John
<b>Additional Participating Persons:</b>	TOM RUSSELL; SAINT ANN , MO
<b>Original Publish Date:</b>	September 26, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=51070">https://data.nts.gov/Docket?ProjectID=51070</a>

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](#).