



Aviation Investigation Final Report

Location:	Port St. Lucie, Florida	Accident Number:	MIA04LA087
Date & Time:	April 16, 2004, 19:00 Local	Registration:	N6425
Aircraft:	Curtiss-Wright Travel Air 4000	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that during rollout the "right wheel broke and directional control was impossible." He further stated that the airplane incurred damage to the lower right wing's three nose ribs, which needed to be replaced. The FAA did not respond to the scene, but two individuals who reside at the airport stated that they were at the scene they "walked" the runway", and noted the marks made by the effect of landing gear. They said that there were no holes in the runway, and that they believed that the landing gear wheel broke from what appeared to be excessive side loads imposed during what appeared to be the beginning of a ground loop during the landing roll.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during landing, which resulted in an inadvertent swerve, the right main landing gear wheel separating, and the airplane impacting trees and incurring structural damage.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. LANDING GEAR,WHEEL - SEPARATION

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - TREE(S)

Factual Information

On April 16, 2004, about 1900 eastern standard time, a Curtis-Wright Travel Air 4000, N6425, registered to and operated by a private individual, as a Title 14 CFR Part 91 personal flight, incurred damage while landing at Treasure Coast Airpark, Port St. Lucie, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The airline transport-rated pilot and one passenger were not injured, and the airplane incurred substantial damage. The flight originated in Lakeland, Florida, the same day, about 1750.

The pilot stated that during rollout the "right wheel broke and directional control was impossible." He further stated that the airplane incurred damage to the lower right wing's three nose ribs, which needed to be replaced.

The FAA did not respond to the scene of the accident, however, two individuals who reside at the airport stated that they were at the scene of the accident, and they volunteered information to the NTSB. These individuals stated that they "walked" the runway", and noted the marks made by the effect of landing gear on the grass, and that there were no holes in the runway. They further stated that they believed that the landing gear wheel broke from what appeared to be excessive side loads imposed during what appeared to be the beginning of a ground loop during the landing roll.

Pilot Information

Certificate:	Airline transport	Age:	58, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	January 1, 2004
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	36125 hours (Total, all aircraft), 100 hours (Total, this make and model), 30000 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Curtiss-Wright	Registration:	N6425
Model/Series:	Travel Air 4000	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	766
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	December 1, 2003 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2500 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	R680
Registered Owner:	John L Boyce	Rated Power:	300 Horsepower
Operator:	Frank L Boyce	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	FPR,23 ft msl	Distance from Accident Site:	
Observation Time:	18:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 4400 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.27 inches Hg	Temperature/Dew Point:	21°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lakeland , FL (LAL)	Type of Flight Plan Filed:	None
Destination:	Port St. Lucie, FL (FL37)	Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	

Airport Information

Airport:	Treasure Coast Airpark FL37	Runway Surface Type:	Grass/turf
Airport Elevation:	30 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	27.241945,-80.488891

Administrative Information

Investigator In Charge (IIC):	Lovell, John
Additional Participating Persons:	Michael Cichanowski; FAA FSDO; Orlando, FL
Original Publish Date:	January 31, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=59311

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](#).