



Aviation Investigation Final Report

Location:	Loganton, Pennsylvania	Accident Number:	NYC04CA143
Date & Time:	June 18, 2004, 16:15 Local	Registration:	N785H
Aircraft:	Stearman 4E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was landing on a 2,200-foot-long, 110-foot-wide, turf runway. During the landing roll, the airplane drifted right and encountered uneven terrain, which elevated the tailwheel. As the pilot applied the brakes, the airplane nosed over and came to rest on the runway.

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 aircraft control during the landing roll, which resulted in a nose over. A factor was uneven terrain.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - ROUGH/UNEVEN
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - GRASS

Factual Information

On June 18, 2004, about 1615 eastern daylight time, a Stearman 4E, N785H, was substantially damaged during the landing roll at a private airstrip near Loganton, Pennsylvania. The certificated commercial pilot was not injured. Visual meteorological conditions prevailed for the flight that departed Lock Haven, Pennsylvania. No flight plan was filed for the personal flight conducted under 14 CFR Part 91.

According to the pilot's written statement, he landed on runway 27, a 2,200-foot-long, 110-foot-wide, turf runway. During the landing roll, the airplane drifted right and encountered uneven terrain, which elevated the tailwheel. As the pilot applied the brakes, the airplane nosed over and came to rest on the runway.

Pilot Information

Certificate:	Commercial	Age:	62, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	March 15, 2004
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1835 hours (Total, all aircraft), 1221 hours (Total, this make and model), 1642 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stearman	Registration:	N785H
Model/Series:	4E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4022
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Pratt & Whitney
ELT:		Engine Model/Series:	1340AN1
Registered Owner:	Alan C. Lopez	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	IPT	Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	8 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lock Haven, PA (LHV)	Type of Flight Plan Filed:	None
Destination:	Loganton, PA (NONE)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Schrack Farms NONE	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2200 ft / 110 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:	41.022499,-77.333335

Administrative Information

Investigator In Charge (IIC): Gretz, Robert

Additional Participating Persons:

Original Publish Date: September 1, 2004

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=59474>

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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](#).