



Aviation Investigation Final Report

Location:	Somerville, New Jersey	Accident Number:	ERA14CA012
Date & Time:	October 15, 2013, 12:55 Local	Registration:	N62XX
Aircraft:	CLASSIC AIRCRAFT CORP WACO YMF	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that she departed from runway 26, and flew over a local golf course, then turned to return to the departure airport where she entered the traffic pattern on the downwind leg for runway 26, flying between 75 and 80 knots. She descended to 800 feet and prior to turning base leg she slowed to between 65 and 70 knots, which she maintained on base and final. She turned onto base leg and descended to 500 feet and at that altitude turned onto final approach for runway 26 slowing at touchdown. She performed a wheel landing a few feet farther along the runway than typical or "a little long" which she described as abeam the western edge of the hangars. The airplane travelled onto a portion of the runway that causes undulations and with aft stick applied after encountering the undulations, she tapped the brakes. The airplane then nosed over. She further reported that there was nothing mechanically wrong with the airplane that caused the nose over, and the area of the runway where the undulations were located also was not the cause of the accident.

Various video recordings depicted the approach and nose-over sequence; however, the actual touchdown point was not captured.

An individual at the accident airport provided a reference for where the airplane came to rest, which was located before a diagonal line that is visible in a Google Earth image.

Plotting on Google Earth of the pilot reported touchdown point indicates that position was located about 800 down the 2,200 foot long grass runway, which has the west 500 feet described as being unsuitable for takeoff or landing due to uneven surface. Therefore, the pilot reported touchdown point occurred nearly halfway down the usable length of runway. Although the exact location where the airplane came to rest was not documented, based on video recording, that was located about 500 feet from the pilot reported touchdown point.

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 while applying wheel brakes during landing roll resulting in the airplane nosing over.

Findings

Personnel issues

Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	53
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	June 29, 2013
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	August 5, 2013
Flight Time:	1390 hours (Total, all aircraft), 67 hours (Total, this make and model), 18 hours (Last 90 days, all aircraft)		

Pilot-rated passenger Information

Certificate:	Commercial; Private	Age:	55
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 24, 2013
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3100 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CLASSIC AIRCRAFT CORP	Registration:	N62XX
Model/Series:	WACO YMF NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1989	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	F5-027
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 15, 2013 Annual	Certified Max Gross Wt.:	2770 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	583 Hrs at time of accident	Engine Manufacturer:	JACOBS
ELT:	Installed, not activated	Engine Model/Series:	R755B SERIES
Registered Owner:	SINGH MEERA	Rated Power:	275 Horsepower
Operator:	SINGH MEERA	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SMQ,105 ft msl	Distance from Accident Site:	
Observation Time:	12:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3700 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	22°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Somerville, NJ (SMQ)	Type of Flight Plan Filed:	None
Destination:	Somerville, NJ (SMQ)	Type of Clearance:	None
Departure Time:	12:40 Local	Type of Airspace:	

Airport Information

Airport:	Somerset Airport SMQ	Runway Surface Type:	Grass/turf
Airport Elevation:	105 ft msl	Runway Surface Condition:	Dry;Rough
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	2200 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

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:	40.62611,-74.67028(est)

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: February 13, 2014

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=88262>

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](#).