Analysis

DRG AN APCH IN GUSTY WINDS, THE PLT NOTED A RGT X-WIND. HE STATED THAT AFTER TOUCHDOWN, THE ROLL-OUT WAS STABILIZED FOR A SHORT DISTANCE, THEN THE RGT WING BEGAN TO LIFT. HE APPLIED FULL AILERON & RUDDER TO MAINT CONTROL, BUT WAS UNABLE TO STOP ON THE REMAINING RWY. THE ACFT CONTD OFF AN EMBANKMENT AT THE DEP END OF THE RWY & WAS DAMAGED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
Findings

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

Findings
1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. AIRSPEED - EXCESSIVE
4. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
5. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings
6. (F) TERRAIN CONDITION - ROUGH/UNEVEN
7. (F) TERRAIN CONDITION - DOWNHILL
# Factual Information

## Pilot Information

<table>
<thead>
<tr>
<th>Certificate:</th>
<th>Airline Transport</th>
<th>Age:</th>
<th>72, Male</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airplane Rating(s):</td>
<td>Multi-engine Land; Single-engine Land</td>
<td>Seat Occupied:</td>
<td>Left</td>
</tr>
<tr>
<td>Other Aircraft Rating(s):</td>
<td>None</td>
<td>Restraint Used:</td>
<td>Seatbelt, Shoulder harness</td>
</tr>
<tr>
<td>Instrument Rating(s):</td>
<td>None</td>
<td>Second Pilot Present:</td>
<td>No</td>
</tr>
<tr>
<td>Instructor Rating(s):</td>
<td>None</td>
<td>Toxicology Performed:</td>
<td>No</td>
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<tr>
<td>Medical Certification:</td>
<td>Class 2 Valid Medical--w/ waivers/lim.</td>
<td>Last FAA Medical Exam:</td>
<td>05/27/1986</td>
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<tr>
<td>Occupational Pilot:</td>
<td></td>
<td>Last Flight Review or Equivalent:</td>
<td></td>
</tr>
<tr>
<td>Flight Time:</td>
<td>28200 hours (Total, all aircraft), 47 hours (Last 90 days, all aircraft)</td>
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</table>

## Aircraft and Owner/Operator Information

<table>
<thead>
<tr>
<th>Aircraft Make:</th>
<th>BOEING</th>
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<tbody>
<tr>
<td>Model/Series:</td>
<td>B-17G B-17G</td>
</tr>
<tr>
<td>Year of Manufacture:</td>
<td>Amateur Built:</td>
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<td>Airworthiness Certificate:</td>
<td>Normal</td>
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<tr>
<td>Landing Gear Type:</td>
<td>Retractable - Tailwheel</td>
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<tr>
<td>Date/Type of Last Inspection:</td>
<td>Unknown</td>
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<tr>
<td>Time Since Last Inspection:</td>
<td>Engines:</td>
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<tr>
<td>Airframe Total Time:</td>
<td>Engine Manufacturer:</td>
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<td>ELT:</td>
<td>Engine Model/Series:</td>
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<tr>
<td>Registered Owner:</td>
<td>Rated Power:</td>
</tr>
<tr>
<td>Operator:</td>
<td>Operating Certificate(s) Held:</td>
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<tr>
<td>Registration:</td>
<td>N93012</td>
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<td>Aircraft Category:</td>
<td>Airplane</td>
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<tr>
<td>Serial Number:</td>
<td>32264</td>
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<tr>
<td>Seats:</td>
<td>36</td>
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<tr>
<td>Certified Max Gross Wt.:</td>
<td>6000 lbs</td>
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<tr>
<td>Engines:</td>
<td>4 Reciprocating</td>
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<tr>
<td>Engine Manufacturer:</td>
<td>WRIGHT</td>
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<td>Engine Model/Series:</td>
<td>R-1820</td>
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<td>Rated Power:</td>
<td>1525 hp</td>
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<tr>
<td>Operating Certificate(s) Held:</td>
<td>None</td>
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# Meteorological Information and Flight Plan

<table>
<thead>
<tr>
<th>Conditions at Accident Site:</th>
<th>Visual Conditions</th>
<th>Condition of Light:</th>
<th>Day</th>
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</thead>
<tbody>
<tr>
<td>Observation Facility, Elevation:</td>
<td>0 ft msl</td>
<td>Distance from Accident Site:</td>
<td>0 Nautical Miles</td>
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<tr>
<td>Observation Time:</td>
<td>0000</td>
<td>Direction from Accident Site:</td>
<td>0°</td>
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<tr>
<td>Lowest Cloud Condition:</td>
<td>Unknown / 4000 ft agl</td>
<td>Visibility</td>
<td>20 Miles</td>
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<tr>
<td>Lowest Ceiling:</td>
<td>Broken / 4000 ft agl</td>
<td>Visibility (RVR):</td>
<td>0 ft</td>
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<tr>
<td>Wind Speed/Gusts:</td>
<td>5 knots /</td>
<td>Turbulence Type Forecast/Actual:</td>
<td>/</td>
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<tr>
<td>Wind Direction:</td>
<td>330°</td>
<td>Turbulence Severity Forecast/Actual:</td>
<td>/</td>
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<tr>
<td>Altimeter Setting:</td>
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<td></td>
</tr>
<tr>
<td>Precipitation and Obscuration:</td>
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<td></td>
<td></td>
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<tr>
<td>Departure Point:</td>
<td>BEAVER FALLS, PA</td>
<td>Type of Flight Plan Filed:</td>
<td>None</td>
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<tr>
<td>Destination:</td>
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<td>Type of Clearance:</td>
<td>None</td>
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<td>Departure Time:</td>
<td>1830 EDT</td>
<td>Type of Airspace:</td>
<td>Class G</td>
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## Airport Information

<table>
<thead>
<tr>
<th>Airport:</th>
<th>BEAVER COUNTY (BVI)</th>
<th>Runway Surface Type:</th>
<th>Asphalt</th>
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<tbody>
<tr>
<td>Airport Elevation:</td>
<td>1253 ft</td>
<td>Runway Surface Condition:</td>
<td>Dry</td>
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<td>Runway Used:</td>
<td>28</td>
<td>IFR Approach:</td>
<td>None</td>
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<tr>
<td>Runway Length/Width:</td>
<td>4500 ft / 100 ft</td>
<td>VFR Approach/Landing:</td>
<td>Traffic Pattern</td>
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</table>

## Wreckage and Impact Information

| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 Serious, 2 Minor, 7 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Serious, 2 Minor, 9 None | Latitude, Longitude: | |

## Administrative Information

| Investigator In Charge (IIC): | CLIFFORD DANHAUER | Report Date: | 01/11/1989 |
| Additional Participating Persons: | | | |
| Publish Date: | | | |
| Investigation Docket: | NTSB accident and incident dockets serve as permanent archival information for the NTSB’s investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB’s Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.gov/pubdms/. | | |
The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available here.