



National Transportation Safety Board Aviation Accident Factual Report

| | | | |
|-------------------------|----------------------|-------------------------|-------------|
| Location: | VAN NUYS, CA | Accident Number: | LAX95LA350 |
| Date & Time: | 08/01/1995, 1432 PDT | Registration: | N54284 |
| Aircraft: | Boeing B75-A75N1 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |

Flight Conducted Under: Part 91: General Aviation - Personal

On August 1, 1995, at 1432 hours Pacific daylight time, a Boeing B75-A75N1, N54284, operated by the pilot, lost directional control during landing rollout at the Van Nuys Airport, Van Nuys, California. The airplane veered off the left side of runway 16R, ground looped, and the lower right wing was bent as it contacted the ground. The airplane was substantially damaged, and the private pilot was not injured. Visual meteorological conditions prevailed at the time of the personal flight, and no flight plan was filed. The flight originated from Santa Monica, California, at 1400.

The National Transportation Safety Board received initial notification of the accident from the Federal Aviation Administration on April 30, 1996. Regarding circumstances of the accident, on May 15, 1996, the pilot reported to the Safety Board that during rollout he was unable to keep his airplane on the runway because a gusty crosswind condition existed. The pilot reported having a total of 9.3 hours of pilot-in-command experience in the airplane.

At 1347 and 1447, Van Nuys reported its local wind as from 100 and 110 degrees at 10 knots, respectively. Runway 16R is 8,000 feet long by 150 feet wide.

Pilot Information

| | | | |
|----------------------------------|---|--|----------------------------|
| Certificate: | Private | Age: | 47, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Rear |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 07/06/1994 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 282 hours (Total, all aircraft), 25 hours (Total, this make and model), 177 hours (Pilot In Command, all aircraft), 78 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Boeing | Registration: | N54284 |
| Model/Series: | B75-A75N1 B75-A75N1 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 75-401 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | 07/01/1995, Annual | Certified Max Gross Wt.: | 3200 lbs |
| Time Since Last Inspection: | 80 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | P&W |
| ELT: | Installed, not activated | Engine Model/Series: | R-985 |
| Registered Owner: | GREAT ESCAPE MFG. CORP. | Rated Power: | 450 hp |
| Operator: | STEPHEN B. MAIMAN | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

| | | | |
|----------------------------------|------------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | VNY, 799 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 1447 PDT | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Clear / 0 ft agl | Visibility | 15 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 10 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 110° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 37° C / 18° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | SANTA MONICA, CA (SMO) | Type of Flight Plan Filed: | None |
| Destination: | (VNY) | Type of Clearance: | VFR |
| Departure Time: | 1400 PDT | Type of Airspace: | Class D |

Airport Information

| | | | |
|----------------------|------------------|---------------------------|-----------------|
| Airport: | VAN NUYS (VNY) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 799 ft | Runway Surface Condition: | Dry |
| Runway Used: | 16R | IFR Approach: | None |
| Runway Length/Width: | 8001 ft / 150 ft | VFR Approach/Landing: | Traffic Pattern |

Wreckage and Impact Information

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

Administrative Information

| | |
|-----------------------------------|---|
| Investigator In Charge (IIC): | WAYNE POLLACK |
| Additional Participating Persons: | RALPH MEYER; VAN NUYS,, CA |
| Investigation Docket: | NTSB accident and incident docket 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.nts.gov/pubdms/ . |