



# National Transportation Safety Board Aviation Accident Final Report

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

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

During landing rollout the airplane veered off the left side of runway 16R, ground looped, and the lower right wing contacted the ground. According to the pilot, he was unable to keep his airplane on the runway because a gusty crosswind condition existed. The pilot said he had a total of 9.3 hours of pilot-in-command flying experience in the airplane. Van Nuys Airport reported its local wind was from 100 to 110 degrees, at 10 knots.

## 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 rollout. Factors which contributed to the loss of control were: the pilot's total lack of experience landing the conventional gear airplane in a crosswind condition, and the crosswind.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
  2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

## Factual Information

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

<b>Certificate:</b>	Private	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/06/1994
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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	Report Date:	07/31/1996
Additional Participating Persons:	RALPH MEYER; VAN NUYS,, CA		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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](#).