



National Transportation Safety Board Aviation Accident Final Report

Location:	DAVENPORT, WA	Accident Number:	SEA93LA086
Date & Time:	04/01/1993, 1130 PST	Registration:	N56426
Aircraft:	BOEING D75N1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT REPORTED THAT HE WAS FLYING THE AIRPLANE AROUND THE PATTERN TO WARM UP THE OIL IN PREPARATION FOR AN ANNUAL INSPECTION. JUST PRIOR TO THE FLIGHT, A RAIN STORM HAD PASSED OVER THE AREA AND THE DIRT STRIP WAS WET. DURING THE LANDING ROLL, THE RIGHT MAIN LANDING GEAR SANK IN THE MUD. THE PILOT APPLIED THE LEFT BRAKE HARD AND THE AIRPLANE NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: UNSUITABLE TERRAIN WAS SELECTED FOR LANDING. A FACTOR TO THE ACCIDENT WAS: SOFT TERRAIN.

Findings

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

Findings

1. (F) TERRAIN CONDITION - SOFT
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Commercial	Age:	60, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
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:	05/03/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1300 hours (Total, all aircraft), 100 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N56426
Model/Series:	D75N1 D75N1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	75-2322
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	03/05/1991, Annual	Certified Max Gross Wt.:	3871 lbs
Time Since Last Inspection:	7 Hours	Engines:	1 Reciprocating
Airframe Total Time:	8050 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R985-AN14B
Registered Owner:	STUCKLE, EUGENE A.	Rated Power:	450 hp
Operator:	STUCKLE, EUGENE A.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 1500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 1500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	7° C / 6° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1120 PST	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE	Runway Surface Type:	Dirt
Airport Elevation:	2416 ft	Runway Surface Condition:	Soft; Wet
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	2250 ft / 50 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):	DEBRA J ECKROTE	Report Date:	11/19/1993
Additional Participating Persons:	BOB NORTON; RENTON, WA		
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.nts.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](#).