



National Transportation Safety Board Aviation Accident Final Report

Location:	PACOIMA, CA	Accident Number:	LAX93LA238
Date & Time:	06/01/1993, 1558 PDT	Registration:	N218DL
Aircraft:	BOEING B75N1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE CERTIFICATED PRIVATE WAS LANDING IN A TAIL WHEEL AIRPLANE AND ENCOUNTERED CROSS WIND CONDITIONS FROM THE RIGHT. DURING THE LANDING ROLL, THE PILOT DID NOT MAINTAIN DIRECTIONAL CONTROL AND THE AIRPLANE VEERED TO THE RIGHT, OFF THE RUNWAY AND BEGAN TO GROUND LOOP. THE PILOT APPLIED HARD BRAKING AND THE AIRPLANE NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A FAILURE OF THE PILOT TO ADEQUATELY COMPENSATE FOR CROSS WIND CONDITIONS AND A FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE.

Findings

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

Findings

1. WEATHER CONDITION - CROSSWIND
 2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On June 1, 1993, about 1558 hours Pacific daylight time, a Boeing B75N- 1, N218DL, crashed during landing at Whiteman Field, Pacoima, California. The airplane was being operated as a visual flight rules (VFR) cross country personal flight to Pacoima when the accident occurred. The airplane, operated by the pilot, received substantial damage. The certificated private pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. The flight originated from Brackett Field, La Verne, California, at 1530 hours.

The pilot reported that while landing on runway 12, a cross wind condition from 180 degrees at 9 knots was present. During the landing roll-out, the airplane veered to the right and departed the runway. The airplane began to ground loop and the pilot applied hard braking. The airplane then nosed over.

The pilot holds a private pilot certificate with an airplane single engine land rating. The most recent third class medical certificate was issued to the pilot on February 24, 1993, and contained the limitation that the pilot must have available glasses for near vision while exercising the privileges of his airman certificate.

According to the pilot/operator report submitted by the pilot, his total aeronautical experience consists of about 283.1 hours, of which 242.9 were accrued in the accident airplane. In the preceding 90 and 30 days prior to the accident, the report lists a total of 35.5 and 3.7 hours respectively flown.

Pilot Information

Certificate:	Private	Age:	56, 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:	02/24/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	283 hours (Total, all aircraft), 243 hours (Total, this make and model), 51 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N218DL
Model/Series:	B75N1 B75N-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	75-7389
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	12/28/1992, Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	56 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3868 Hours	Engine Manufacturer:	JACOBS
ELT:	Installed, not activated	Engine Model/Series:	R755-9
Registered Owner:	LELAND, BARNETT M.	Rated Power:	245 hp
Operator:	LELAND, BARNETT M.	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 / 4000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:	LA VERNE, CA (POC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1530 PDT	Type of Airspace:	Class D

Airport Information

Airport:	WHITEMAN FIELD (WHP)	Runway Surface Type:	Asphalt
Airport Elevation:	1004 ft	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	3960 ft / 40 ft	VFR Approach/Landing:	Full Stop

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):	SCOTT R ERICKSON,	Report Date:	06/30/1994
Additional Participating Persons:	DON WARNER; 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).