



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	EAST LIVERPOOL, OH	<b>Accident Number:</b>	NYC00LA107
<b>Date &amp; Time:</b>	04/01/2000, 1345 EST	<b>Registration:</b>	N565BW
<b>Aircraft:</b>	Pagan RV-8A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

During the landing, the airplane touched down nosewheel-first, then veered off the runway. The nosewheel dug into the soft ground, and the airplane flipped over. The pilot had 124 hours of total flight time, with 32 hours in model.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of control during the landing.

## Findings

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

### Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

On April 1, 2000, at 1345 Eastern Standard Time, a homebuilt RV-8A, N565BW, was substantially damaged during a landing at Columbiana County Airport (02G), East Liverpool, Ohio. The certificated private pilot and his passenger received minor injuries. Visual meteorological conditions prevailed at the time of the accident. No flight plan had been filed for the flight, from Venango Regional Airport (FKL), Franklin, Pennsylvania. The personal flight was conducted under 14 CFR Part 91.

The pilot reported that the winds were from about 250 degrees, at 8 knots. He landed the airplane on Runway 25; however, during the landing, the "nosewheel engaged runway first. Aircraft veered to right of runway. Nosewheel dug into soft earth and aircraft flipped tail over nose (somersault)." The airplane came to rest inverted.

The pilot reported he had 124 hours of total flight time, with 32 hours in model.

At 1351, an airport about 22 nautical miles to the southeast reported winds from 180 degrees true, at 7 knots. At the same time, an airport 35 nautical miles to the north reported variable winds, at 6 knots.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<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>	10/25/1999
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	124 hours (Total, all aircraft), 32 hours (Total, this make and model), 32 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Pagan	Registration:	N565BW
Model/Series:	RV-8A RV-8A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	80555
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	02/28/2000, Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:	20 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320
Registered Owner:	WILLIAM R. PAGAN	Rated Power:	160 hp
Operator:	WILLIAM R. PAGAN	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PIT, 1200 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	1351 EST	Direction from Accident Site:	130°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17°C / -3°C
Precipitation and Obscuration:			
Departure Point:	FRANKLIN, PA (FKC)	Type of Flight Plan Filed:	None
Destination:	(02G)	Type of Clearance:	None
Departure Time:	1200 EST	Type of Airspace:	Class G

## Airport Information

Airport:	COLUMBIANA COUNTY AIRPORT (02G)	Runway Surface Type:	Asphalt
Airport Elevation:	1160 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3502 ft / 75 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	PAUL R COX	<b>Report Date:</b>	11/29/2000
<b>Additional Participating Persons:</b>	KEN SHAUMAN; CLEVELAND, OH,		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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> .		

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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](#).