



National Transportation Safety Board Aviation Accident Final Report

Location:	MANDAN, ND	Accident Number:	DEN87LA129
Date & Time:	05/02/1987, 1530 CDT	Registration:	N75546
Aircraft:	BOEING A75N1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT AND HIS SON WERE FERRYING A RECENTLY PURCHASED BOEING STEARMAN TO THEIR HOME IN OHIO. DURING LANDING ROLL, AT AN EN ROUTE STOP, A GUST OF WIND LIFTED THE TAIL SECTION AND THE ACFT GROUNDLOOPED. THE LEFT WING STRUCK THE RUNWAY AND THE ACFT WAS SUBSTANTIALLY DAMAGED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
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--no waivers/lim.	Last FAA Medical Exam:	08/01/1986
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2300 hours (Total, all aircraft), 300 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N75546
Model/Series:	A75N1 A75N1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	75-7935
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	10/02/1986, Annual	Certified Max Gross Wt.:	2717 lbs
Time Since Last Inspection:	27 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2492 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985
Registered Owner:	CHARLES S. GELAL	Rated Power:	450 hp
Operator:	CHARLES S. GELAL	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:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 3500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	DICKINSON, ND (DIK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1430 MDT	Type of Airspace:	Class G

Airport Information

Airport:	MANDAN (Y19)	Runway Surface Type:	Grass/turf
Airport Elevation:	1840 ft	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	2436 ft / 45 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ROBERT B COLLINS	Report Date:	10/07/1988
Additional Participating Persons:	WES EDWARDS; FARGO, ND		
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](#).