



National Transportation Safety Board Aviation Accident Final Report

Location:	ARCOLA, TX	Accident Number:	FTW87LA112
Date & Time:	05/01/1987, 1800 CDT	Registration:	N1346M
Aircraft:	BOEING E75N1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

DURING LANDING ROLL THE AIRCRAFT SWERVED TO THE RIGHT. THE PILOT APPLIED THE LEFT BRAKE AND THE AIRCRAFT NOSED OVER INVERTED CAUSING SUBSTANTIAL DAMAGE. THE PILOT STATED THAT THE LEFT BRAKE LOCKED. THE REASON FOR THE BRAKE SEIZURE IS UNDETERMINED.

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. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - LOCKED

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

Factual Information

Pilot Information

Certificate:	Commercial	Age:	61, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Center
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/24/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6700 hours (Total, all aircraft), 1026 hours (Total, this make and model), 6600 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N1346M
Model/Series:	E75N1 E75N1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	75-8270
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	02/25/1987, 100 Hour	Certified Max Gross Wt.:	2717 lbs
Time Since Last Inspection:	18 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1651 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	670-6A
Registered Owner:	DAVID STIRTON	Rated Power:	260 hp
Operator:	DAVID STIRTON	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:	Scattered / 2300 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	25° C / 20° C
Precipitation and Obscuration:			
Departure Point:	(AXH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1730 CDT	Type of Airspace:	Airport Advisory Area

Airport Information

Airport:	HOUSTON SOUTHWEST (AXH)	Runway Surface Type:	Asphalt
Airport Elevation:	66 ft	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Full Stop

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):	RALSPH L WILSON	Report Date:	10/06/1988
Additional Participating Persons:	DON KNIGHT; HOUSTON, TX		
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](#).