



National Transportation Safety Board Aviation Accident Final Report

Location:	Culpeper, VA	Accident Number:	NYC05CA079
Date & Time:	05/01/2005, 1720 EDT	Registration:	N1066M
Aircraft:	Boeing B75N1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

While landing in a 10 to 16 knot crosswind, the tailwheel airplane bounced several times and veered left. The pilot attempted to correct with right brake input, left aileron input, and right rudder input; however, the brakes locked and the airplane came to rest inverted. The pilot reported no pre-impact mechanical malfunctions with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate recovery from a bounced landing. A factor was the crosswind.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
3. TERRAIN CONDITION - RUNWAY

Occurrence #2: NOSE OVER
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 2	Last FAA Medical Exam:	02/01/2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1200 hours (Total, all aircraft), 334 hours (Total, this make and model), 1080 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N1066M
Model/Series:	B75N1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	75-7932
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	W670
Registered Owner:	Richard B. Roe	Rated Power:	
Operator:	Richard B. Roe	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	19° C / 1° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Warrenton, VA (3VA3)	Type of Flight Plan Filed:	None
Destination:	Culpeper, VA (CJR)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Culpeper Regional Airport (CJR)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	Visual
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Full Stop; 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:	
Total Injuries:	1 None	Latitude, Longitude:	38.526667, -77.858889

Administrative Information

Investigator In Charge (IIC):	Robert J Gretz	Report Date:	06/28/2006
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 pubinquiry@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](#).