



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Kensington, NH	<b>Accident Number:</b>	NYC06CA001
<b>Date &amp; Time:</b>	10/02/2005, 1745 EDT	<b>Registration:</b>	N89B
<b>Aircraft:</b>	Waco YMF	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

The pilot and flight instructor were practicing soft field landings on the turf runway. During the landing rollout, the right main landing gear collapsed and the airplane nosed over. The right landing gear was fractured completely around a weld where the gear attached to the spindle assembly. Metallurgical examination of the fracture revealed features typical of an overstress separation, with no evidence of fatigue cracking.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An overload fracture of the right main landing gear during the landing roll, which resulted in a nose over.

## Findings

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Occurrence #1: GEAR COLLAPSED  
Phase of Operation: LANDING

### Findings

1. (C) LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD  
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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

2. TERRAIN CONDITION - GRASS

## Factual Information

### Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Without Waivers/Limitations	<b>Last FAA Medical Exam:</b>	10/01/2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	05/01/2005
<b>Flight Time:</b>	7623 hours (Total, all aircraft), 28 hours (Total, this make and model), 7494 hours (Pilot In Command, all aircraft), 480 hours (Last 90 days, all aircraft), 176 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	50, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	09/01/2005
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	09/01/2004
<b>Flight Time:</b>	1451 hours (Total, all aircraft), 8 hours (Total, this make and model), 29 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Waco	<b>Registration:</b>	N89B
<b>Model/Series:</b>	YMF	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Aerobatic; Normal; Utility	<b>Serial Number:</b>	F5-006
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	10/01/2004, Annual	<b>Certified Max Gross Wt.:</b>	2770 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2173 Hours as of last inspection	<b>Engine Manufacturer:</b>	Jacobs
<b>ELT:</b>		<b>Engine Model/Series:</b>	R775B
<b>Registered Owner:</b>	Brian McDevitt	<b>Rated Power:</b>	275 hp
<b>Operator:</b>	Brian McDevitt	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PSM, 100 ft msl	<b>Distance from Accident Site:</b>	13 Nautical Miles
<b>Observation Time:</b>	1755 EDT	<b>Direction from Accident Site:</b>	35°
<b>Lowest Cloud Condition:</b>	Scattered / 25000 ft agl	<b>Visibility</b>	20 Miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	130°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.39 inches Hg	<b>Temperature/Dew Point:</b>	22° C / 10° C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Portsmouth, NH (PSM)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Kensington, NH (06NH)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	1715 EDT	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Cole Farm (06NH)	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	160 ft	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1900 ft / 35 ft	<b>VFR Approach/Landing:</b>	Traffic Pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	42.928333, -70.973056

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Luke Schiada	<b>Report Date:</b>	01/31/2006
<b>Additional Participating Persons:</b>	David Marsh; FAA Portland FSDO; Portland, ME		
<b>Publish Date:</b>			
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<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](#).