



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Fostoria, OH	<b>Accident Number:</b>	CHI07CA130
<b>Date &amp; Time:</b>	04/03/2007, 1250 EDT	<b>Registration:</b>	N3840K
<b>Aircraft:</b>	Boeing E75N1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The tail-wheel airplane was substantially damaged during landing when it departed runway 27 (4,198 feet by 100 feet, asphalt) and nosed over. The pilot noted that the intended destination was a planned fuel stop en route to his final destination. He stated that upon "entering the traffic pattern, it was apparent that the winds were stronger than forecast from the south. Upon landing, a gust of wind struck the plane." The airplane subsequently departed the runway pavement and nosed over. Surface winds in the vicinity were reported to be from 210 degrees at 19 knots, gusting to 30 knots. The pilot noted that there were no malfunctions associated with the airplane prior to the accident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for wind conditions and his subsequent failure to maintain directional control during landing. The crosswind and wind gusts were contributing factors.

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING

### Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - CROSSWIND
4. (F) WEATHER CONDITION - GUSTS

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING

### Findings

5. TERRAIN CONDITION - GROUND

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Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<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>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without Waivers/Limitations	<b>Last Medical Exam:</b>	11/01/2006
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	03/01/2007
<b>Flight Time:</b>	12400 hours (Total, all aircraft), 18 hours (Total, this make and model), 6500 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Boeing	<b>Registration:</b>	N3840K
<b>Model/Series:</b>	E75N1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	75-8399
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	04/01/2007, Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>	1.5 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	R-985
<b>Registered Owner:</b>	M & S Aviation LLC	<b>Rated Power:</b>	
<b>Operator:</b>	On file	<b>Air Carrier Operating Certificate:</b>	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	FDY, 752 ft msl	Observation Time:	1253 EDT
Distance from Accident Site:	16 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	230°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	26° C / 11° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	19 knots/ 30 knots, 210°	Visibility (RVR):	
Altimeter Setting:	29.86 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Youngstown, OH (4G4)	Type of Flight Plan Filed:	None
Destination:	Fostoria, OH (FZI)	Type of Clearance:	None
Departure Time:	1120 EDT	Type of Airspace:	

## Airport Information

Airport:	Fostoria Metropolitan (FZI)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	4198 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:	None
Total Injuries:	1 None		

## Administrative Information

Investigator In Charge (IIC):	Tim Sorensen	Adopted Date:	06/27/2007
Additional Participating Persons:	Robert W Dale; FAA-Cleveland FSDO		
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 <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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