



National Transportation Safety Board Aviation Accident Final Report

Location:	Edmond, OK	Accident Number:	DFW07CA192
Date & Time:	09/01/2007, 1300 CDT	Registration:	N65PG
Aircraft:	Boeing 1942	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot lost directional control of the tail-wheel equipped biplane while attempting to takeoff from a 3,000-foot long, by 100-foot wide grass airstrip. The 2,500-hour private pilot reported that during the takeoff roll from Runway 35, the vintage airplane began to drift to the left side of the airstrip. The pilot added that he attempted to maintain directional control by applying full right rudder and aileron; however, the airplane continued to veer to the left and exiting the left side of the runway into soft terrain. The airplane nosed over and came to rest in the inverted position. The pilot was able to egress the airplane with the assistance of a friend. The 79-year old pilot reported having accumulated approximately 1,000-hours in the same make and model airplane. Weather at the airport 7 minutes prior to the mishap was reported as winds from 085 degrees at 2 to 5 knots, visibility 10 miles with skies clear, temperature 29 degrees Celsius, dew point 15 degrees Celsius, and altimeter 30.10 inches of Mercury.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during takeoff resulting in a nose over. A contributing factor was the soft terrain.

Findings

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

Findings

1. WEATHER CONDITION - CROSSWIND
 2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. (F) TERRAIN CONDITION - SOFT
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Occurrence #3: NOSE OVER
Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

Pilot Information

Certificate:	Private	Age:	79, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	07/01/2007
Occupational Pilot:		Last Flight Review or Equivalent:	09/01/2006
Flight Time:	2500 hours (Total, all aircraft), 1000 hours (Total, this make and model), 2400 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N65PG
Model/Series:	1942	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	75-2865
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	10/01/2006, Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	560 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1857.42 Hours as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	W670-6A
Registered Owner:	Cavu Limited	Rated Power:	220 hp
Operator:	Cavu Limited	Operating Certificate(s) Held:	None
Operator Does Business As:	Cavu LTD.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PWA	Distance from Accident Site:	16 Nautical Miles
Observation Time:	1100 CDT	Direction from Accident Site:	190°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	2 knots / 5 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	85°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	29° C / 16° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Edmond, OK	Type of Flight Plan Filed:	None
Destination:	Edmond, OK	Type of Clearance:	None
Departure Time:	1400	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	1200 ft	Runway Surface Condition:	Dry; Soft
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3000 ft / 100 ft	VFR Approach/Landing:	None

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	Latitude, Longitude:	35.000000, -97.000000

Administrative Information

Investigator In Charge (IIC):	William Gamble	Report Date:	11/29/2007
Additional Participating Persons:	Joe Broker; Oklahoma City, OK		
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/ .		

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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](#).