



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Lake City, SC	<b>Accident Number:</b>	ERA11CA002
<b>Date &amp; Time:</b>	10/01/2010, 1330 EDT	<b>Registration:</b>	N8742
<b>Aircraft:</b>	FLEET 16B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Abrupt maneuver	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

According to the pilot, he was back taxiing on the runway when the tailwind and runway slope allowed the airplane to gain more than normal taxi speed. As the pilot realized the airplane was approaching the end of the runway, he began to apply brake pressure to avoid running off the end of the runway. The airplane nosed over and came to rest inverted, substantially damaging the rudder. A postaccident examination of the airplane revealed no mechanical malfunctions that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper use of the brakes while taxiing.

## Findings

---

<b>Aircraft</b>	Brake - Incorrect use/operation (Cause)
-----------------	---

## Factual Information

### History of Flight

Taxi-to runway	Abrupt maneuver (Defining event) Miscellaneous/other
----------------	---

### Pilot Information

Certificate:	Private	Age:	67, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	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 Medical Exam:	02/05/2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	08/13/2010
Flight Time:	1520 hours (Total, all aircraft), 1410 hours (Total, this make and model), 1520 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	FLEET	Registration:	N8742
Model/Series:	16B NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	491
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	03/05/2010, Continuous Airworthiness	Certified Max Gross Wt.:	2050 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Kinner
ELT:	Installed, not activated	Engine Model/Series:	R-540-1
Registered Owner:	Wehman Ernest A Jr	Rated Power:	160 hp
Operator:	Wehman Ernest A Jr	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	CKI, 67 ft msl	Observation Time:	1335 EDT
Distance from Accident Site:	9 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	208°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Scattered / 3400 ft agl	Temperature/Dew Point:	23°C / 13°C
Lowest Ceiling:	Overcast / 5000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	7 knots, 10°	Visibility (RVR):	
Altimeter Setting:	29.79 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Lake City, SC (51J)	Type of Flight Plan Filed:	None
Destination:	Lake City, SC (51J)	Type of Clearance:	None
Departure Time:	EDT	Type of Airspace:	

## Airport Information

Airport:	Lake City Municipal Airport (51J)	Runway Surface Type:	Asphalt
Airport Elevation:	80 ft	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	3700 ft / 75 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		

## Administrative Information

Investigator In Charge (IIC):	Jill M Andrews	Adopted Date:	05/16/2011
Additional Participating Persons:	Sean Mosher; FAA/FSDO; Columbia, SC		
Publish Date:	05/16/2011		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77475">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77475</a>		

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.