



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | San Luis Obispo, CA | Accident Number: | WPR15CA074 |
| Date & Time: | 01/03/2015, 1351 PST | Registration: | N171L |
| Aircraft: | WACO CLASSIC AIRCRAFT YMF F5C | Aircraft Damage: | Substantial |
| Defining Event: | Nose over/nose down | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

The pilot reported that while rolling out about 30 to 40 mph in the tailwheel equipped airplane for the full stop landing, the airplane made a sudden stop and nosed over. The airplane sustained substantial damage to the aft fuselage and tail section during the landing sequence. The passenger reported in a written statement that he accidentally applied the brakes during the landing roll.

The pilot reported no preimpact mechanical malfunctions or failures with the airplane 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 accidental application of the brakes by the passenger during landing roll which resulted in the airplane nosing over.

Findings

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| Personnel issues | Unnecessary action - Passenger (Cause) |
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Factual Information

History of Flight

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| Landing-landing roll | Nose over/nose down (Defining event) |
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Pilot Information

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|---------------------------|--|-----------------------------------|------------|
| Certificate: | Private | Age: | 82 |
| Airplane Rating(s): | Single-engine Land; Single-engine Sea | Seat Occupied: | Rear |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 With Waivers/Limitations | Last Medical Exam: | 08/01/2014 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 4084 hours (Total, all aircraft), 1462 hours (Total, this make and model), 3730 hours (Pilot In Command, all aircraft), 60.8 hours (Last 90 days, all aircraft), 38.2 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--------------------------|------------------------------------|-----------------|
| Aircraft Manufacturer: | WACO CLASSIC AIRCRAFT | Registration: | N171L |
| Model/Series: | YMF F5C NO SERIES | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | F5C-8-134 |
| Landing Gear Type: | Tailwheel | Seats: | 3 |
| Date/Type of Last Inspection: | Annual | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 174 Hours | Engine Manufacturer: | JACOBS |
| ELT: | Installed, not activated | Engine Model/Series: | R-755A2M |
| Registered Owner: | SCHREYER GEORGE TRUSTEE | Rated Power: | 300 hp |
| Operator: | On file | Air Carrier Operating Certificate: | None |

Meteorological Information and Flight Plan

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|----------------------------------|----------------------------------|------------------------------|-------------------|
| Observation Facility, Elevation: | KSBP, 207 ft msl | Observation Time: | 2156 UTC |
| Distance from Accident Site: | 0 Nautical Miles | Condition of Light: | Day |
| Direction from Accident Site: | 211° | Conditions at Accident Site: | Visual Conditions |
| Lowest Cloud Condition: | Clear | Temperature/Dew Point: | 15°C / -1°C |
| Lowest Ceiling: | None | Visibility | 10 Miles |
| Wind Speed/Gusts, Direction: | 5 knots, 200° | Visibility (RVR): | |
| Altimeter Setting: | 30.2 inches Hg | Visibility (RVV): | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | OXNARD, CA (OXR) | Type of Flight Plan Filed: | None |
| Destination: | San Luis Obispo, CA (SBP) | Type of Clearance: | VFR |
| Departure Time: | 1200 PST | Type of Airspace: | Class D |

Airport Information

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|----------------------|----------------------------|---------------------------|-------------|
| Airport: | SAN LUIS COUNTY RGNL (SBP) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 212 ft | Runway Surface Condition: | Dry |
| Runway Used: | 11 | IFR Approach: | None |
| Runway Length/Width: | 6100 ft / 150 ft | VFR Approach/Landing: | Straight-in |

Wreckage and Impact Information

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|---------------------|--------|---------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | | |

Administrative Information

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| Investigator In Charge (IIC): | Andrew L Swick | Adopted Date: | 03/10/2015 |
| Additional Participating Persons: | | | |
| Publish Date: | 03/10/2015 | | |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. | | |
| Investigation Docket: | http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=90560 | | |

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.