



National Transportation Safety Board Aviation Accident Final Report

Location:	Williamson, GA	Accident Number:	GAA17CA330
Date & Time:	06/03/2017, 1020 EDT	Registration:	N218DL
Aircraft:	BOEING B75N1	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that he was performing a wheel landing on a turf runway. He recalled that he was too aggressive and too early moving the stick forward during the touchdown and landing roll. The airplane's tail lifted, the nose pitched down, and the propeller struck the ground. The airplane nosed over and came to rest inverted. The airplane sustained substantial damage to the vertical stabilizer and the rudder.

Per the National Transportation Safety Board Pilot Aircraft Accident Report, the pilot reported that the accident could have been prevented "by not being so early moving the stick forward in a taildragger during a wheel landing."

The pilot reported that there were no preaccident 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 pilot's aggressive and early forward stick application during the landing roll, which resulted in his failure to maintain pitch control and a subsequent nose-over.

Findings

Aircraft	Pitch control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)
	Use of equip/system - Pilot (Cause)
	Incorrect action sequence - Pilot (Cause)

Factual Information

History of Flight

Landing-landing roll	Nose over/nose down (Defining event) Collision with terr/obj (non-CFIT)
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Pilot Information

Certificate:	Airline Transport; Commercial	Age:	76, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	05/31/2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	04/25/2017
Flight Time:	(Estimated) 24000 hours (Total, all aircraft), 400 hours (Total, this make and model), 15000 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N218DL
Model/Series:	B75N1 N1	Aircraft Category:	Airplane
Year of Manufacture:	1943	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	75-7389
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	03/01/2017, Annual	Certified Max Gross Wt.:	2930 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	at time of accident	Engine Manufacturer:	Jacobs
ELT:	C91 installed, not activated	Engine Model/Series:	B755
Registered Owner:	On file	Rated Power:	275 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	K6A2, 959 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	1415 UTC	Direction from Accident Site:	62°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	28° C / 22° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BLAIRSVILLE, GA (DZJ)	Type of Flight Plan Filed:	None
Destination:	Williamson, GA (GA2)	Type of Clearance:	VFR
Departure Time:	0920 EDT	Type of Airspace:	Class E

Airport Information

Airport:	ALEXANDER MEMORIAL (GA2)	Runway Surface Type:	Grass/turf
Airport Elevation:	926 ft	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	2400 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	Latitude, Longitude:	33.183333, -84.371667 (est)

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	11/14/2017
Additional Participating Persons:	Don W Brown; FAA; Atlanta, GA		
Publish Date:	11/14/2017		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=95346		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).