



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Eden Prairie, MN	<b>Accident Number:</b>	GAA18CA286
<b>Date &amp; Time:</b>	05/16/2018, 1000 CDT	<b>Registration:</b>	N63794
<b>Aircraft:</b>	BOEING A75N1(PT17)	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The pilot reported that, during a flight with a check pilot, while landing in crosswind conditions, the tailwheel-equipped biplane veered left. The pilot overcorrected with right rudder, and the biplane ground looped to the right.

The biplane sustained substantial damage to the left wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the biplane that would have precluded normal operation.

The automated weather observation system located at the accident airport reported that, about the time of the accident, the wind was from 230° at 7 knots. The pilot landed the airplane on runway 28R.

## 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 landing in crosswind conditions.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)
<b>Environmental issues</b>	Crosswind - Effect on operation

## Factual Information

### History of Flight

<b>Landing</b>	Loss of control on ground (Defining event) Attempted remediation/recovery
----------------	--

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	73, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Without Waivers/Limitations	<b>Last FAA Medical Exam:</b>	04/06/2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	10/01/2016
<b>Flight Time:</b>	(Estimated) 4030 hours (Total, all aircraft), 3880 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

### Check Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Unknown	<b>Last FAA Medical Exam:</b>	01/01/2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated) 8000 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N63794
Model/Series:	A75N1(PT17) UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:	1942	Amateur Built:	No
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	75-3739
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	05/04/2018, Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1559.59 Hours as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	W670-6N
Registered Owner:	On file	Rated Power:	220 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:	KFCM, 907 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1453 UTC	Direction from Accident Site:	304°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	22° C / 10° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Minneapolis, MN (FCM)	Type of Flight Plan Filed:	None
Destination:	Minneapolis, MN (FCM)	Type of Clearance:	VFR
Departure Time:	1000 CDT	Type of Airspace:	Class D

## Airport Information

Airport:	FLYING CLOUD (FCM)	Runway Surface Type:	Asphalt
Airport Elevation:	906 ft	Runway Surface Condition:	Dry
Runway Used:	28R	IFR Approach:	None
Runway Length/Width:	3898 ft / 75 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	44.827222, -93.461111 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Eric A Swenson	<b>Report Date:</b>	10/24/2018
<b>Additional Participating Persons:</b>	Mick Halatsis; FAA; Minneapolis, MN		
<b>Publish Date:</b>	10/24/2018		
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97277">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97277</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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).