



Aviation Investigation Final Report

Location:	Gila Bend, Arizona	Accident Number:	GAA19CA253
Date & Time:	April 26, 2019, 10:00 Local	Registration:	N67823
Aircraft:	Stearman A75N1(PT17)	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the biplane reported that, during the landing roll, the airplane veered right, exited the runway to the right, and the left wingtip impacted a ditch.

The biplane sustained substantial damage to the left, lower wing spar.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the biplane 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 failure to maintain directional control during landing, which resulted in a runway excursion and impact with a ditch.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Sloped/uneven terrain - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing	Runway excursion
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline transport; Commercial	Age:	65, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	March 11, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 9020 hours (Total, all aircraft), 80 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Stearman	Registration:	N67823
Model/Series:	A75N1(PT17) 3	Aircraft Category:	Airplane
Year of Manufacture:	1943	Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	75-7365
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 28, 2018 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5134.19 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	R680
Registered Owner:		Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBXK,1021 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	16:55 Local	Direction from Accident Site:	359°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Blythe, CA (BLH)	Type of Flight Plan Filed:	VFR
Destination:	Gila Bend, AZ (E63)	Type of Clearance:	None
Departure Time:	08:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	Gila Bend Muni E63	Runway Surface Type:	Asphalt
Airport Elevation:	788 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	5200 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

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	Latitude, Longitude:	32.960277,-112.673614(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Barry Miller; FAA; Scottsdale, AZ
Original Publish Date:	March 3, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99396

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](#).