



Aviation Investigation Final Report

Location:	Culpeper, Virginia	Accident Number:	GAA18CA550
Date & Time:	September 1, 2018, 12:00 Local	Registration:	N27WE
Aircraft:	Boeing B75N1	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot in the rear seat of the tailwheel-equipped biplane reported that he and another pilot were practicing landings on the asphalt runway. During the landing roll, the airplane entered a left ground-loop, and the bottom right wing and aileron collided with the ground.

The airplane sustained substantial to the bottom right wing and aileron.

The pilot reported that there were no 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 failure to maintain directional control during the landing roll, which resulted in a ground-loop.

Findings

Personnel issues	Aircraft control - Instructor/check pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

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

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	61,Male
Airplane Rating(s):	Single-engine sea; Multi-engine sea	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	May 30, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 28, 2018
Flight Time:	(Estimated) 24007 hours (Total, all aircraft), 5 hours (Total, this make and model), 8514 hours (Pilot In Command, all aircraft), 235 hours (Last 90 days, all aircraft), 89 hours (Last 30 days, all aircraft)		

Pilot Information

Certificate:	Private	Age:	63,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 26, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 1, 2018
Flight Time:	(Estimated) 1272 hours (Total, all aircraft), 400 hours (Total, this make and model), 1180 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N27WE
Model/Series:	B75N1	Aircraft Category:	Airplane
Year of Manufacture:	1943	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	75-6651
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 1, 2018 Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2660 Hrs	Engine Manufacturer:	Lycoming
ELT:	C91A installed, not activated	Engine Model/Series:	R680-E3B
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:	KCJR, 316 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:15 Local	Direction from Accident Site:	21°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 2300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.26 inches Hg	Temperature/Dew Point:	28°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Culpeper, VA (VA30)	Type of Flight Plan Filed:	None
Destination:	Culpeper, VA (CJR)	Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Culpeper Rgnl CJR	Runway Surface Type:	Asphalt
Airport Elevation:	315 ft msl	Runway Surface Condition:	Dry
Runway Used:	04	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.525554,-77.859725(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Ramon Smeltz; FAA; Dulles, VA
Original Publish Date:	September 26, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98291

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](#).