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Federal Aviation Administration
Greensboro Flight Standards District Office
1301 South Terminal Service Road
Greensboro, North Carolina



Aircraft Accident Inspector Report

Date of report: 07/05/2018

Accident aircraft: Boeing B75N1 (Stearman)

Single Engine land plane

Accident site: Lexington NC airport. (On runway)

On June 25, 2018, an aircraft accident in Lexington, NC (EXX) was reported to the Greensboro, NC FSDO.

Inspector Corey Paczkowski and I were dispatched to investigate the accident of a Boeing Stearman Model B75N1, S/N 75-6955, N52584.

The aircraft is based at the Lexington NC airport and is owned and was being flown by the owner Terry Pendleton. The passenger was in the front seat, and was Mr. Pendleton's 11 year old Grandson. No injuries were reported to the grandson. Mr. Pendleton suffered minor facial impact and nose bleeding, but was alert and walking around the crash site upon our arrival.

Mr. Pendleton stated that he was performing some local flying and performing touch and go's. On the second landing on runway 24, the aircraft landed on the main wheels around the 1000 foot marker and continued straight down the runway. At about the 1500 foot marker, Mr. Pendleton reported that when the tail wheel touched down the aircraft began to slightly drift to the right and continued toward the right side of the runway. At about 200 feet down the runway the propeller blades struck the ground in three places. The propeller hub then struck the ground leaving an impression in the pavement approximately 18 inches long, 6 to 8 inches wide, and 2 to 3 inches deep at its deepest portion. The forward portion of the dome was packed with asphalt.

The aircraft then inverted and came to rest on the top of the upper wings, and tail section.

Upon arrival at the accident scene the aircraft was still inverted on the runway. The aircraft was resting on the upper wing, vertical stabilizer and rudder. One propeller blade was bent from the tips to approximately ten to twelve inches inboard in an aft direction. The second blade was bent rearward from the tip to approximately 24 inches inboard in an aft direction. The propeller dome contained asphalt packed into the forward section and scratches/gouges accordingly. Two slight skid marks lead up to the departure point of the tires with darker skids just before the rollover. The marks were approximately 25 to 30 feet long.

Multiple wing struts were bent at different locations with upper and lower strut mounts and fly wires suffered damage.

The right upper wing sustained slight leading edge, upper surface and internal structural damage upon impact.

The engine turned freely with no binding.

A visual examination of the main landing gear proved the gear appeared to track properly as best as could be determined by visual means. The main wheels rolled freely. no brake fluid leakage was apparent.

The tail wheel was in the locked position and appeared to track forward. No damage to the wheel assembly or tail wheel structure was found. The tail wheel bungee was also intact. The canvas cover for the tailwheel was removed by personnel at the accident site before my arrival so any possible interference with the tail wheel operation could not be determined. The pilot stated the cover was installed properly.

The vertical Stabilizer and rudder was crushed from the accident.

The lower wing as well as the horizontal Stabilizer did not sustain damage.

After the examination, the aircraft was righted and returned to the hangar of the owner.

June 28, 2018 I traveled to the hangar of the owner where the aircraft had been stored since the accident. With the assistance of the owner, the tail of the aircraft was jacked to clear the tailwheel from the ground. The tail wheel turned very easily and was tracking with the center line of the aircraft. The tail wheel was still locked and could not be rotated. A test of the lock system proved the lock moved very freely and was well lubricated. The lock reengaged with ease as designed. The lock was operated by the pilot/owner and observed by myself.

The structure supporting the tail wheel was intact with no bends or crack damage noted. Push pull linkages and cables from the pedals to the tail wheel/ rudder was examined with no defects noted. The rudder was damaged during the accident and removed from the accident site, so rudder rigging could not be determined.

At this time, no defects in the aircraft could be determined to cause the aircraft to track right of center as described by the pilot.

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