



MEMORANDUM FOR RECORD

Michael Hicks

Air Safety Investigator

(GAAID) General Aviation Accident Investigation Division

AUG 04, 2015

NTSB Accident Number: GAA15CA205

Airplane Registration & Make/Model: N5820V, Boeing/B75N1

Accident Location: Shelter Island, NY

Accident Date and Time: 251030JUL2015 (EDT)

Subject: Memorandum for Record of Conversation Robert Fritts (Pilot)

According to Mr. Fritts, during telephone conversations with NTSB Investigators, he was the pilot of the Boeing airplane that nosed over on the runway at Westmoreland Airport. The pilot stated that he and friends were flying in a flight of three airplanes. He said that while landing as the trail airplane, on a turf runway to the north, he lost sight of the number two airplane, as the runway design has a “crown in the center” which prevents a person from seeing from one end to the other.

The pilot stated that during the landing roll he became concerned of the whereabouts of the number two airplane. He stated that the landing roll was executed at approximately 45 miles per hour. The pilot reported that during the landing roll, he relaxed the stick and allowed the tail to rise. He stated that he applied the brakes during the roll as the tail “just kept rising” and the nose “dipped down.” The pilot recalled that as the nose dipped down, the propeller struck the ground and the airplane nosed over. He reported that when the airplane came to rest inverted, he released his harness, fell from the seat and exited the airplane.

The pilot reported that he did not possess any photographs of the damage sustained. The pilot stated that the airplane suffered damage to the rudder, vertical stabilizer and top wings. Title 14 Code of Federal Regulations Part 830.2 defines substantial damage as:

Substantial damage means damage or failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairings or cowlings, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or

propeller blades, and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered “substantial damage” for the purpose of this part.

The rudder of the Boeing B75N1 is considered a primary flight control and damage to the vertical stabilizer may significantly affect the aerodynamics (performance and flight characteristics) of these two structures. The damage to the top wings may adversely affect the structural strength, performance, or flight characteristics of the aircraft, and would normally require major repair or replacement of the affected component.

The Federal Aviation Administration Aviation Safety Inspector assigned to this accident stated that substantial damage was sustained to the vertical stabilizer and rudder; however, he did not possess any photographs of the damage sustained to the airplane.