



National Transportation Safety Board Aviation Accident Final Report

Location:	NOVATO, CA	Accident Number:	LAX97LA228
Date & Time:	07/01/1997, 1715 PDT	Registration:	N13HU
Aircraft:	Aviat A-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that he was landing on runway 31, when the aircraft encountered a crosswind gust. The aircraft then veered off the right side of the runway and went into a drainage ditch as it slowed almost to a stop. When the aircraft contacted the bottom of the ditch, it nosed over onto its back. No mechanical discrepancies were observed by FAA inspectors who examined the aircraft. Examination of runway 31 revealed marks which began near the right side of the runway at 1,934 feet from the approach end. At a distance of 2,110 feet, tire tracks departed the right side of the runway and continued 120 feet until terminating at the drainage ditch. The 25-foot-wide by 6-foot-deep drainage canal paralleled the runway and was 45 feet from the runway edge.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for wind conditions during landing, and his subsequent failure to maintain directional control of the aircraft. The gusty crosswind condition was a related factor.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

6. TERRAIN CONDITION - DITCH

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

On July 1, 1997, at 1715 hours Pacific daylight time, an Aviat Aircraft A-1 Husky, N13HU, veered off the right side of runway 31 while landing at Gness Field, Novato, California. The aircraft encountered a drainage ditch and subsequently nosed over. Visual meteorological conditions prevailed at the time and included winds from 210 degrees at 15 knots. The aircraft sustained substantial damage. The private pilot and one passenger were not injured. The flight originated at Logan, Utah, on the day of the accident at 1345 mountain standard time as a personal cross-country flight to Novato.

The pilot did not respond to requests from the Safety Board for information regarding this accident.

In a report to his insurance company, the pilot stated that he was landing on runway 31 and encountered a crosswind gust. The aircraft then veered off the right side of the runway and ran into a drainage ditch as the pilot had slowed to nearly a stop. When the aircraft contacted the bottom of the ditch, it nosed over onto its back.

Federal Aviation Administration inspectors from the Oakland, California, Flight Standards District Office examined the aircraft, the runway, and the drainage canal. The aircraft sustained damage to both wing spars and the vertical stabilizer. No mechanical discrepancies were observed by the inspectors.

Examination of runway 31 revealed two parallel 30-foot-long skid marks which began near the right side of the runway at 1,934 feet from the approach end. A right side only skid mark about 30 feet long and near the right side of the pavement was observed starting at 2,003 feet from the runway end. Two additional right side only skid marks were observed starting at 2,038 and 2,083 feet, respectively. At a distance of 2,110 feet, the tire tracks departed the right side of the runway and continued 120 feet until terminating at the drainage ditch. The 25-foot-wide by 6-foot-deep drainage canal parallels the runway and is 45 feet from the runway edge.

Pilot Information

Certificate:	Private	Age:	35, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/02/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	800 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aviat	Registration:	N13HU
Model/Series:	A-1 A-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1323
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	05/08/1997, Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	25 Hours	Engines:	1 Reciprocating
Airframe Total Time:	25 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-360
Registered Owner:	HARRIS AIR, INC.	Rated Power:	180 hp
Operator:	CHRISTOPHER T. CONDY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	STS, 125 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	1645 PST	Direction from Accident Site:	350°
Lowest Cloud Condition:	Scattered / 500 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26° C / 4° C
Precipitation and Obscuration:			
Departure Point:	LOGAN, UT (LGU)	Type of Flight Plan Filed:	None
Destination:	(056)	Type of Clearance:	None
Departure Time:	1345 MST	Type of Airspace:	Class E

Airport Information

Airport:	GNOSS FIELD (056)	Runway Surface Type:	Asphalt
Airport Elevation:	2 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	3300 ft / 60 ft	VFR Approach/Landing:	Full Stop

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:	

Administrative Information

Investigator In Charge (IIC):	JEFF RICH	Report Date:	06/26/1998
Additional Participating Persons:	BILL JONES; OAKLAND, CA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).