



National Transportation Safety Board Aviation Accident Final Report

Location:	DAVIS, CA	Accident Number:	LAX98LA100
Date & Time:	03/01/1998, 1300 PST	Registration:	N57085
Aircraft:	Ryan PT22-ST3KR	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The pilot was performing a wheel landing and said that when he lowered the tail, the aircraft veered off to the left side of the runway. He reported that he then added power, but the aircraft was already in the soft mud. The aircraft then nosed over and came to rest inverted. In his written report, the pilot said there were no mechanical malfunctions with the aircraft.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain directional control of the aircraft on the landing roll.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - SOFT

Factual Information

On March 1, 1998, at 1300 hours Pacific standard time, a Ryan PT22-ST3KR, N57085, veered off the runway and nosed over during the landing roll at the Davis, California, airport. The aircraft sustained substantial damage and the pilot/owner, the sole occupant, was not injured. The personal flight originated at the Vacaville, California, airport at 1200 and was terminating at the time of the accident. Visual meteorological conditions prevailed and no flight plan was filed.

According to the pilot, he was performing a wheel landing on runway 34. The pilot stated that when he lowered the tail, the aircraft veered off to the left side of the runway. He reported that he then added power, but the aircraft was already in the soft mud. The aircraft then nosed over and came to rest inverted. In his written report, the pilot said there were no mechanical malfunctions with the aircraft.

Pilot Information

Certificate:	Airline Transport; Flight Engineer	Age:	53, 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:	09/29/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	18042 hours (Total, all aircraft), 110 hours (Total, this make and model), 3663 hours (Pilot In Command, all aircraft), 170 hours (Last 90 days, all aircraft), 72 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ryan	Registration:	N57085
Model/Series:	PT22-ST3KR PT22-ST3KR	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2136
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	10/14/1997, Annual	Certified Max Gross Wt.:	1860 lbs
Time Since Last Inspection:	5 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3572 Hours	Engine Manufacturer:	Kinner
ELT:		Engine Model/Series:	R-56
Registered Owner:	JAMES DAWSON	Rated Power:	160 hp
Operator:	JAMES DAWSON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SMF, 24 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	2052 PDT	Direction from Accident Site:	30°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	5 Miles
Lowest Ceiling:	Broken / 20000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	14° C / 7° C
Precipitation and Obscuration:			
Departure Point:	VACAVILLE, CA (O45)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1200 PST	Type of Airspace:	Class E

Airport Information

Airport:	YOLO CO. - DAVIS/WOODLAND (2Q3)	Runway Surface Type:	Asphalt
Airport Elevation:	98 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	6000 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JEFF RICH	Report Date:	02/15/2001
Additional Participating Persons:	DEL PATNO; SACRAMENTO, 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](#).