



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	DAVIS, CA	<b>Accident Number:</b>	LAX98LA100
<b>Date &amp; Time:</b>	03/01/1998, 1300 PST	<b>Registration:</b>	N57085
<b>Aircraft:</b>	Ryan PT22-ST3KR	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Engineer	<b>Age:</b>	53
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Ryan	<b>Registration:</b>	N57085
<b>Model/Series:</b>	PT22-ST3KR PT22-ST3KR	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JAMES DAWSON	<b>Engine Manufacturer:</b>	Kinner
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	R-56
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SMF, 24 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 20000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 250°
<b>Temperature:</b>	14° C	<b>Visibility</b>	5 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	VACAVILLE, CA (O45)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	YOLO CO. - DAVIS/WOODLAND (2Q3)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	34	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	6000 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

Latitude, Longitude:

## Administrative Information

<b>Investigator In Charge (IIC):</b>	JEFF RICH	<b>Adopted Date:</b>	02/15/2001
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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