



National Transportation Safety Board Aviation Accident Final Report

Location:	WINTERS, CA	Accident Number:	LAX85LA302
Date & Time:	07/02/1985, 1030 PDT	Registration:	N23799
Aircraft:	Meyers Aircraft Co. OTW	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE PURPOSE OF THIS FLT WAS TO CHECK OUT A COMMERCIAL PLT IN THE ACFT. DUAL FLT CONTROLS & HEEL BRAKES WERE INSTALLED. THE STUDENT WAS PRACTICING LANDINGS & ON HIS 4TH OR 5TH LANDING ROLL, THE ACFT BEGAN TO TURN TO THE RIGHT. THE STUDENT APPLIED LEFT RUDDER & BRAKE BUT THE ACFT CONTINUED TO TURN TO THE RIGHT. THE INSTRUCTOR ALSO APPLIED BRAKES & THE ACFT NOSED OVER. BOTH PLT'S ADMITTED THAT EXCESSIVE BRAKING ACTION CAUSED THE NOSE OVER, AND THAT BOTH PLTS WERE USING THE BRAKES. THE INSTRUCTOR PLT REPORTED THAT HERE WERE NO MECHANICAL FAILURES OR MALFUNCTION OF THE ACFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT

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

Findings

2. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	54, 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:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/02/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5600 hours (Total, all aircraft), 187 hours (Total, this make and model), 5290 hours (Pilot In Command, all aircraft), 211 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Meyers Aircraft Co.	Registration:	N23799
Model/Series:	OTW OTW	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	04/06/1985, Annual	Certified Max Gross Wt.:	1860 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1844 Hours	Engine Manufacturer:	Warner
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	UNKNOWN
Registered Owner:	SACRAMENTO AERO SERVICES, INC.	Rated Power:	165 hp
Operator:	SACRAMENTO AERO SERVICES, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1030	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	2 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29° C
Precipitation and Obscuration:			
Departure Point:	SACRAMENTO, CA (Q96)	Type of Flight Plan Filed:	None
Destination:	DAVIS, CA (2Q3)	Type of Clearance:	None
Departure Time:	0930 PDT	Type of Airspace:	Class D; Class G

Airport Information

Airport:	YOLO COUNTY (2Q3)	Runway Surface Type:	Asphalt; Concrete
Airport Elevation:	98 ft	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	6000 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ALAN C CRAWFORD	Report Date:	
Additional Participating Persons:	RICHARD RUSSELL; 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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).