



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	WINTERS, CA	<b>Accident Number:</b>	LAX85LA302
<b>Date &amp; Time:</b>	07/02/1985, 1030 PDT	<b>Registration:</b>	N23799
<b>Aircraft:</b>	Meyers Aircraft Co. OTW	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## 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 THERE WERE NO MECHANICAL FAILURES OR MALFUNCTION OF THE ACFT.

## Probable Cause

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

### Findings

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

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	54
<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>	Airplane Multi-engine; Airplane Single-engine
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Meyers Aircraft Co.	<b>Registration:</b>	N23799
<b>Model/Series:</b>	OTW OTW	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	SACRAMENTO AERO SERVICES, INC.	<b>Engine Manufacturer:</b>	Warner
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	UNKNOWN
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	2 knots / , 180°
<b>Temperature:</b>	29° C	<b>Visibility</b>	25 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SACRAMENTO, CA (Q96)	<b>Destination:</b>	DAVIS, CA (2Q3)

## Airport Information

<b>Airport:</b>	YOLO COUNTY (2Q3)	<b>Runway Surface Type:</b>	Asphalt; Concrete
<b>Runway Used:</b>	16	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	6000 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 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
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): ALAN C CRAWFORD

Adopted 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](mailto: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 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.