



National Transportation Safety Board Aviation Accident Data Summary

Location:	Hawthorne, CA	Accident Number:	LAX02LA074
Date & Time:	02/02/2002, 1119 PST	Registration:	N300PS
Aircraft:	Aviat Pitts S-2B	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

On the landing rollout the airplane veered to the right of runway centerline and struck a taxi light with the left wing. The purpose of the flight was to practice full stall touch-and-go takeoffs and landings. The student had conducted five touch-and-go takeoffs and landings to a full stall with no discrepancies noted. The sixth touch-and-go landing was the accident landing. The CFI observed that the student had the control stick full aft and was applying left rudder to correct for the drift to the right. As the airplane continued to drift to the right the CFI applied full left rudder; however, the left wing struck the taxi light. During the airplane inspection it was observed that the tension of the right main landing gear bungee cord was slack. No further mechanical anomalies were noted.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the student to maintain directional control of the airplane on the landing rollout and failure of the CFI to adequately supervise the flight. A contributing factor was the decreased tension of the right main landing gear shock cord/bungee.

Findings

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

Findings

1. (F) MISCELLANEOUS, BOLT/NUT/FASTENER/CLAMP/SPRING - WORN
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND (CFI)

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - TAXIWAY LIGHT

Flight Instructor Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	58
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	15000 hours (Total, all aircraft), 600 hours (Total, this make and model), 15500 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Flight Instructor	Age:	67
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Glider; Helicopter	Instructor Rating(s):	Airplane Single-engine
Flight Time:	5500 hours (Total, all aircraft), 9 hours (Total, this make and model), 4500 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aviat	Registration:	N300PS
Model/Series:	Pitts S-2B	Engines:	1 Reciprocating
Operator:	HART AIR	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	AEIO-540
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HHR, 66 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	17°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Long Beach, CA (LGB)	Destination:	HAWTHORNE, CA (HHR)

Airport Information

Airport:	HAWTHORNE MUNI (HHR)	Runway Surface Type:	Concrete
Runway Used:	25	Runway Surface Condition:	Dry
Runway Length/Width:	4956 ft / 100 ft		

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
Latitude, Longitude:	33.926944, -118.336389		

Administrative Information

Investigator In Charge (IIC):	TEALEYE C CORNEJO	Adopted Date:	09/30/2003
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.