



National Transportation Safety Board Aviation Accident Factual Report

Location:	Long Beach, CA	Accident Number:	LAX03LA081
Date & Time:	02/01/2003, 1050 PST	Registration:	N300PS
Aircraft:	Pitts S-2B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious

Flight Conducted Under: Part 91: General Aviation - Personal

On February 1, 2003, about 1050 Pacific standard time, a Pitts S-2B, N300PS, experienced a loss of control and stalled while practicing touch-and-go takeoffs and landings at Long Beach Daugherty Field (LGB), Long Beach, California. Hart Air, Ltd., was operating the rental airplane under the provisions of 14 CFR Part 91. The private pilot sustained serious injuries; the airplane sustained substantial damage. Day visual meteorological conditions prevailed for the local, personal flight, and no flight plan had been filed. The flight originated about 1020 from Long Beach.

The pilot told a certified flight instructor that he "touched down at an angle to the centerline and bounced." He further stated that he "lost control" of the airplane. He added power to initiate a go-around and pulled up.

An airline pilot, who reported having approximately 11,500 hours total time with about 250 hours in the Pitts S-2B, witnessed the accident. In a written statement, he said that he was unsure if the airplane touched down but when it came into view it was on a divergent course to the left side of runway 25R at an altitude of 5 feet. He felt the airplane had a higher than normal approach speed. As the airplane came to the left edge of the runway it made a pull up, resulting in the nose coming up about 60 degrees. It continued on its upward path while rotating right. At approximately 25 feet, the nose passed vertical; at the 180-degree point of rotation, the right wing struck the ground followed by the nose. The airplane remained on its nose for approximately 2 seconds and then "burst into flame" from the nose back. The flames moved rearward engulfing the left side of the airplane. The airline pilot further reported that the airplane landed with a left, quartering tailwind of an estimated 8 knots.

A Federal Aviation Administration airworthiness inspector examined the airplane. The brakes and tailwheel steering were found in working order. Flight control continuity could not be established because of the post impact fire. The airplane came to rest facing east, 180 degrees from its original flight path.

Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/01/2001
Occupational Pilot:		Last Flight Review or Equivalent:	07/19/2001
Flight Time:	730 hours (Total, all aircraft), 200 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Pitts	Registration:	N300PS
Model/Series:	S-2B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Aerobatic	Serial Number:	5340
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	08/01/2002, Annual	Certified Max Gross Wt.:	1700 lbs
Time Since Last Inspection:	37 Hours	Engines:	1 Reciprocating
Airframe Total Time:	350 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	AEIO-540
Registered Owner:	HART PITTS GROUP INC	Rated Power:	260 hp
Operator:	Hart Air, LTD.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LGB, 58 ft msl	Distance from Accident Site:	
Observation Time:	1055 PST	Direction from Accident Site:	
Lowest Cloud Condition:	Thin Broken / 25000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	22 °C / 11 °C
Precipitation and Obscuration:			
Departure Point:	Long Beach, CA (LGB)	Type of Flight Plan Filed:	None
Destination:	(LGB)	Type of Clearance:	VFR
Departure Time:	1020 PST	Type of Airspace:	Class D

Airport Information

Airport:	Long Beach Daugherty (LGB)	Runway Surface Type:	Asphalt
Airport Elevation:	58 ft	Runway Surface Condition:	Dry
Runway Used:	25R	IFR Approach:	None
Runway Length/Width:	3192 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	33.818333, -118.152778

Administrative Information

Investigator In Charge (IIC):	Howard D Plagens
Additional Participating Persons:	Dennis Fogarty; Federal Aviation Administration; Long Beach, CA
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/ .