



National Transportation Safety Board Aviation Accident Data Summary

Location:	Tracy, CA	Accident Number:	LAX05CA153
Date & Time:	05/01/2005, 1241 PDT	Registration:	N5300V
Aircraft:	Aerotek Pitts S-2A	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During landing, the pilot lost directional control, ground looped, and nosed over. The pilot stated that he departed the airport to go to the practice area. Upon returning to the airport, he used a slipping final for visibility, and to correct for a crosswind. When the wheels touched down, the airplane began to deviate left of center. The pilot corrected to the right, the left wing contacted the ground, and the airplane crossed to the right side of runway. The prop struck the runway and the airplane slowly nosed over. The pilot then turned off the fuel, master switch, and magnetos. Both occupants exited from the inverted airplane by sliding the canopy open. The closest official weather observation station was located 15 nautical miles (nm) northeast of the accident site and was reporting winds variable at 06 knots. The pilot reported that the winds at the airport were from 280 degrees at 12 knots. The pilot stated that the airplane and engine had no mechanical failures or malfunctions during the flight.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for the crosswind conditions and failure to maintain directional control, which resulted in a ground loop and nose over.

Findings

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

Findings

1. WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Findings

5. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	54
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
Flight Time:	1582 hours (Total, all aircraft), 31 hours (Total, this make and model), 1559 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aerotek	Registration:	N5300V
Model/Series:	Pitts S-2A	Engines:	1 Reciprocating
Operator:	Team BARF LLC	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	AEIO-360-AIE
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KSCK	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	6 knots / , Variable
Temperature:	23°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tracy, CA (KTCY)	Destination:	Tracy, CA (KTCY)

Airport Information

Airport:	Tracy Municipal (KTCY)	Runway Surface Type:	Asphalt
Runway Used:	30	Runway Surface Condition:	Dry
Runway Length/Width:	3680 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Latitude, Longitude:	37.688889, -121.441667		

Administrative Information

Investigator In Charge (IIC):	Tealeye Cornejo	Adopted Date:	09/13/2005
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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.