



Aviation Investigation Final Report

Location:	OLTON, Texas	Accident Number:	FTW85LA307
Date & Time:	August 6, 1985, 10:10 Local	Registration:	N5025X
Aircraft:	Rockwell S-2R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT STATED THAT WHEN HE TOUCHED DOWN ON THE DIRT LANDING STRIP THE AIRCRAFT IMMEDIATELY TURNED RIGHT AND NO AMOUNT OF CORRECTIVE ACTION HELPED. HE FURTHER STATED THE MECHANIC HAD TO REMOVE THE BRAKE PADS TO GET THE TIRE TO ROLL. THE AIRCRAFT'S OWNER STATED EXAMINATION REVEALED THE RIGHT WHEEL HAD MORE RESISTANCE TO ROTATION THAN DID THE OTHER WHEEL BUT THAT IT COULD STILL BE ROTATED BY HAND. HE STATED HE SUSPECTED THE PIOT GOT THE WHEEL IN THE SAND AND JUST GROUND LOOPED THE AIRCRAFT. HE FURTHER STATED THE RESISTANCE TO ROTATION OF THE WHEEL WAS POSSIBLY DUE TO SAND AND GRIT IN THE WHEEL AND BRAKE ASSEMBLY.

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. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

- 3. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
- 4. (C) COMPLACENCY - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

- 5. (F) LANDING GEAR,MAIN GEAR - OVERLOAD
- 6. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2142 hours (Total, all aircraft), 598 hours (Total, this make and model), 148 hours (Last 90 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Rockwell	Registration:	N5025X
Model/Series:	S-2R S-2R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	5057R
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	May 1, 1985 Annual	Certified Max Gross Wt.:	7000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2223 Hrs	Engine Manufacturer:	WRIGHT
ELT:	Not installed	Engine Model/Series:	C7BA SERIES
Registered Owner:	TIDWELL SPRAYING SERVICE	Rated Power:	800 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	10:10 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	36°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OLTON	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	HILL AG STRIP	Runway Surface Type:	Dirt;Gravel
Airport Elevation:	3380 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	3000 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.170783,-102.129737(est)

Administrative Information

Investigator In Charge (IIC): Johnson, J

Additional Participating Persons: VICTOR FRIER; LUBBOCK , TX

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=21815>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).