



# Aviation Investigation Final Report

<b>Location:</b>	FRANKLIN, California	<b>Accident Number:</b>	LAX87LA159
<b>Date &amp; Time:</b>	March 28, 1987, 16:30 Local	<b>Registration:</b>	N9GD
<b>Aircraft:</b>	JONES SPECIAL S1A	PITTS	<b>Aircraft Damage:</b> Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

DURING THE LANDING ROLL, THE PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL WHEN A GUST OF WIND FROM THE RIGHT PUSHED THE AIRCRAFT OFF THE LEFT SIDE OF THE RUNWAY. THE AIRCRAFT COLLIDED WITH THE TERRAIN AND NOSED OVER. THERE WAS NO MECHANICAL FAILURE OR MALFUNCTION REPORTED PRIOR TO THE ACCIDENT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

### Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER  
Phase of Operation: LANDING - ROLL

#### Findings

1. (F) WEATHER CONDITION - GUSTS
  2. (F) WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
  3. (F) COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
6. (F) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
7. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

8. (F) TERRAIN CONDITION - SOFT

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Occurrence #4: NOSE OVER

Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 29, 1986
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2100 hours (Total, all aircraft), 20 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	JONES	<b>Registration:</b>	N9GD
<b>Model/Series:</b>	PITTS SPECIAL S1A PITTS SPEC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	GD-1
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	900 lbs
<b>Time Since Last Inspection:</b>	22 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	400 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	ROBINSON DON M.	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	VEAL, ROBERT E.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SAC ,21 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	16:47 Local	<b>Direction from Accident Site:</b>	331°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	100 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots / 18 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	21°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ELK GROVE , CA (Q40 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	FRANKLIN , CA (Q53 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	FRANKLIN Q53	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	21 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3295 ft / 60 ft	<b>VFR Approach/Landing:</b>	Touch and go;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.510787,-121.489181(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Eckrote, Debra
<b>Additional Participating Persons:</b>	SHIRLEY LEHR; SACRAMENTO , CA
<b>Original Publish Date:</b>	March 30, 1988
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=25549">https://data.ntsb.gov/Docket?ProjectID=25549</a>

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