



Aviation Investigation Final Report

Location:	DAVIS, California	Accident Number:	LAX96LA030
Date & Time:	October 31, 1995, 08:15 Local	Registration:	N3562A
Aircraft:	PIPER PA-22-135	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING THE TAKEOFF ROLL IN THE CONVENTIONAL GEAR AIRPLANE, THE PILOT DIVERTED HIS ATTENTION TO THE AIRPLANE'S FLOOR AND DID NOT INITIALLY OBSERVE THE AIRPLANE VEERING OFF THE RUNWAY. THE PILOT REDUCED ENGINE POWER AND APPLIED BRAKES. THE AIRPLANE EXITED OFF THE SIDE OF THE RUNWAY, ENCOUNTERED SOFT TERRAIN, AND NOSED OVER. HE REPORTED NO MECHANICAL PROBLEMS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain directional control during the takeoff roll by diverting his attention.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. TERRAIN CONDITION - SOFT

Occurrence #3: NOSE OVER

Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

On October 31, 1995, about 0815 hours Pacific standard time, a Piper PA-22-135, N3562A, nosed over during takeoff from the University Airport, Davis, California. The personal flight was being initiated at the time of the accident. Visual meteorological conditions prevailed, and no flight plan was filed. The airplane was equipped with conventional landing gear and was substantially damaged. Neither the commercial pilot nor passenger was injured.

The pilot reported that his attention was diverted during the takeoff roll on runway 16. He looked down at the floor and did not initially observe the airplane veering off course to the left. The pilot further reported that he reduced engine power and applied brakes. The airplane exited the runway, encountered soft terrain, and nosed over. The pilot reported no mechanical malfunctions with the aircraft.

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 10, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft), 1000 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3562A
Model/Series:	PA-22-135 PA-22-135	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-1831
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	October 1, 1995 Annual	Certified Max Gross Wt.:	1850 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2756 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-290-D2
Registered Owner:	EDWARD CROTTY	Rated Power:	135 Horsepower
Operator:	WILLIAM H. FARMER	Operating Certificate(s) Held:	None
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:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(005)	Type of Flight Plan Filed:	None
Destination:	VACAVILLE , CA (045)	Type of Clearance:	None
Departure Time:	08:15 Local	Type of Airspace:	Class E

Airport Information

Airport:	UNIVERSITY 005	Runway Surface Type:	Asphalt
Airport Elevation:	68 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	3185 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.550365,-121.800018(est)

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	RICHARD NIELSON; SACRAMENTO , CA
Original Publish Date:	January 29, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=29326

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