



# Aviation Investigation Final Report

<b>Location:</b>	DAVIS, California	<b>Accident Number:</b>	LAX98LA100
<b>Date &amp; Time:</b>	March 1, 1998, 13:00 Local	<b>Registration:</b>	N57085
<b>Aircraft:</b>	Ryan PT22-ST3KR	<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

The pilot was performing a wheel landing and said that when he lowered the tail, the aircraft veered off to the left side of the runway. He reported that he then added power, but the aircraft was already in the soft mud. The aircraft then nosed over and came to rest inverted. In his written report, the pilot said there were no mechanical malfunctions with the aircraft.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain directional control of the aircraft on the landing roll.

### 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. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

Findings

3. TERRAIN CONDITION - SOFT

## Factual Information

On March 1, 1998, at 1300 hours Pacific standard time, a Ryan PT22-ST3KR, N57085, veered off the runway and nosed over during the landing roll at the Davis, California, airport. The aircraft sustained substantial damage and the pilot/owner, the sole occupant, was not injured. The personal flight originated at the Vacaville, California, airport at 1200 and was terminating at the time of the accident. Visual meteorological conditions prevailed and no flight plan was filed.

According to the pilot, he was performing a wheel landing on runway 34. The pilot stated that when he lowered the tail, the aircraft veered off to the left side of the runway. He reported that he then added power, but the aircraft was already in the soft mud. The aircraft then nosed over and came to rest inverted. In his written report, the pilot said there were no mechanical malfunctions with the aircraft.

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight engineer	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Single-engine land; 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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 29, 1997
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	18042 hours (Total, all aircraft), 110 hours (Total, this make and model), 3663 hours (Pilot In Command, all aircraft), 170 hours (Last 90 days, all aircraft), 72 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Ryan	<b>Registration:</b>	N57085
<b>Model/Series:</b>	PT22-ST3KR PT22-ST3KR	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	2136
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	October 14, 1997 Annual	<b>Certified Max Gross Wt.:</b>	1860 lbs
<b>Time Since Last Inspection:</b>	5 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3572 Hrs	<b>Engine Manufacturer:</b>	Kinner
<b>ELT:</b>		<b>Engine Model/Series:</b>	R-56
<b>Registered Owner:</b>	JAMES DAWSON	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>		<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>	SMF ,24 ft msl	<b>Distance from Accident Site:</b>	18 Nautical Miles
<b>Observation Time:</b>	20:52 Local	<b>Direction from Accident Site:</b>	30°
<b>Lowest Cloud Condition:</b>	Scattered / 3000 ft AGL	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	Broken / 20000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	14°C / 7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	VACAVILLE , CA (045 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	YOLO CO. - DAVIS/WOODLAND 2Q3	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	98 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	34	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6000 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## 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>	38.549118,-121.800529(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Rich, Jeff
<b>Additional Participating Persons:</b>	DEL PATNO; SACRAMENTO , CA
<b>Original Publish Date:</b>	February 15, 2001
<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=30040">https://data.ntsb.gov/Docket?ProjectID=30040</a>

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