



Aviation Investigation Final Report

Location:	GREENFIELD, California	Accident Number:	LAX98LA150
Date & Time:	April 23, 1998, 11:00 Local	Registration:	N6027V
Aircraft:	Pitts S-2B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After landing the aircraft veered right of centerline. The right wing struck high brush and ground looped. The pilot noted no mechanical malfunctions. The dirt strip is approximately 30 to 50 feet wide and brush located on both sides of the runway was approximately 2 to 4 feet tall.

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. A related factor was the proximity of high brush located on both sides of the runway.

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 - ENCOUNTERED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - HIGH VEGETATION

Factual Information

On April 23, 1998, at 1100 hours Pacific daylight time, a Pitts S-2B, N6027V, struck high brush and ground looped after landing at Metz field, a private dirt strip located in Greenfield, California. The aircraft sustained substantial damage and the commercial rated pilot/owner was not injured. Visual meteorological conditions existed for the flight and no flight plan was filed.

The pilot reported that the winds were from 100 degrees at 10 to 15 knots, and that he was landing to the south. After touchdown the aircraft veered to the right of the dirt strip and struck high brush. The pilot stated that the right wing caught on the brush and the aircraft ground looped. He reported that there were no mechanical abnormalities noted with the aircraft.

A Federal Aviation Administration inspector from the San Jose, California, Flight Standards District Office reported that the dirt strip is approximately 30 to 50 feet wide. He further reported that on either side of the runway there is brush that is approximately 2 to 4 feet tall.

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
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:	June 12, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	970 hours (Total, all aircraft), 800 hours (Total, this make and model), 940 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Pitts	Registration:	N6027V
Model/Series:	S-2B S-2B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	5117
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 28, 1998 Annual	Certified Max Gross Wt.:	1700 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1111 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	AEIO-540
Registered Owner:	GREGORY R. FRETZ	Rated Power:	300 Horsepower
Operator:		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	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE DIRT STRIP	Runway Surface Type:	Dirt
Airport Elevation:	250 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	3500 ft / 30 ft	VFR Approach/Landing:	Full stop

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:	36.259883,-121.370933(est)

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	NICK PEARSON; SAN JOSE , CA
Original Publish Date:	April 6, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=30080

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