



Aviation Investigation Final Report

Location:	PLANT CITY, Florida	Accident Number:	MIA95LA003
Date & Time:	October 5, 1994, 09:30 Local	Registration:	N2997G
Aircraft:	PITTS S1C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE LANDING THE AIRCRAFT BOUNCED AND THE NOSE TURNED TO THE LEFT. THE AIRCRAFT TOUCHED DOWN AGAIN AND BEFORE THE PILOT COULD REGAIN DIRECTIONAL CONTROL THE AIRCRAFT RAN OFF THE LEFT SIDE OF THE RUNWAY AND NOSED OVER IN MUD.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT IN COMMAND TO MAINTAIN DIRECTIONAL CONTROL DURING LANDING RESULTING IN THE AIRCRAFT RUNNING OFF THE SIDE OF THE RUNWAY AND NOSING OVER IN SOFT TERRAIN.

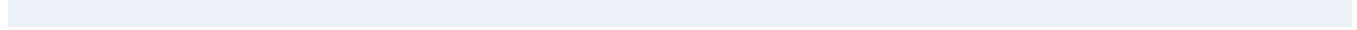
Findings

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

Findings

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

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



Factual Information

On October 5, 1994, about 0930 eastern daylight time, a Pitts S1C, N2997G, registered to David F. Bland, ran off the runway and nosed over while landing at Plant City Airport, Plant City, Florida, while on a 14 CFR Part 91 pleasure flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft received substantial damage and the airline transport-rated pilot was not injured. The flight originated at Plant City, Florida, on October 5, 1994, about 0830.

The pilot stated that during landing the aircraft touched down on runway 27 at about 60 knots and bounced slightly. The aircraft's nose cocked 20 degrees to the left and the aircraft touched down again. The aircraft then proceeded on a 240-heading and ran off the runway. After traveling about 50 feet the aircraft encountered soft terrain and nosed over onto its back.

Pilot Information

Certificate:	Airline transport; Flight engineer; Military	Age:	46, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
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:	October 4, 1994
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4500 hours (Total, all aircraft), 46 hours (Total, this make and model), 3500 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PITTS	Registration:	N2997G
Model/Series:	S1C S1C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	BM01
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	February 11, 1994 Annual	Certified Max Gross Wt.:	1150 lbs
Time Since Last Inspection:	35 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1735 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	IO-320-D1D
Registered Owner:	BLAND, DAVID F.	Rated Power:	180 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:	TPA ,27 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	09:50 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 3700 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	PLANT CITY X17	Runway Surface Type:	Asphalt
Airport Elevation:	153 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3350 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

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:	27.98093,-82.100669(est)

Administrative Information

Investigator In Charge (IIC):	Kennedy, Jeffrey
Additional Participating Persons:	ERNEST WILSON; ORLANDO , FL
Original Publish Date:	March 13, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=37684

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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](#).