



Aviation Investigation Final Report

Location:	DAYTONA BEACH, Florida	Accident Number:	ATL98LA064
Date & Time:	April 18, 1998, 19:56 Local	Registration:	N60DL
Aircraft:	Dennis L. Long 2A	PITTS S-	Aircraft Damage: Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During an attempted takeoff, the pilot reported experiencing a wind gust from the left and he lost directional control of the airplane. Witnesses observing the attempted takeoff reported that, the airplane rolled about 100 feet down the runway, then it suddenly veered left. The airplane went off the left side of the paved runway and collided with a stand of trees. The prevailing winds at the time of the accident were reported at 110 degrees at 10 knots. No mechanical problems, with the airplane, were reported by the pilot.

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 an attempted takeoff. A factor was the reported crosswind condition.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. QUALIFICATION - PILOT IN COMMAND
4. INADEQUATE CERTIFICATION/APPROVAL, AIRMAN - FAA(ORGANIZATION)

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF

Findings

5. OBJECT - TREE(S)

Factual Information

On April 18, 1998, at 1956 eastern daylight time, a Dennis L. Long, Pitts S-2A, N60DL, collided with trees during an attempted takeoff from runway 23 at the Spruce Creek Airport in Daytona Beach, Florida. The personal flight operated under the provisions of Title 14 CFR Part 91 with no flight plan filed. According to weather data from the nearest weather reporting facility, visual weather conditions prevailed at the time of the accident. According to the Federal Aviation Administration Safety Inspector, the airplane sustained substantial airframe damage. The Swiss pilot, with a Federal Aviation Administration commercial rating, and his Swiss passenger, were not injured. The accident occurred during the initial takeoff attempt from Daytona Beach, Florida.

According to the pilot, during a takeoff from runway 23, a wind gust (crosswind from the left) suddenly hit the airplane, and he lost directional control. Witnesses observing the attempted takeoff reported that, the airplane rolled about 100 feet down the runway, then it suddenly veered left. The airplane went off the left side of the paved runway and collided with a stand of trees.

A review of the pilot's certification records disclosed that he had been issued a pilot certificate by the Federal Aviation Administration, on March 24, 1995. The review also disclosed that the pilot did not present a current medical certificate nor did he acquire a medical certificate subsequent to being issued a pilot certificate. In accordance with Title 14 CFR Part 61.75, the pilot must possess a current medical certificate from Switzerland before a Federal Aviation Administration pilot certificate could be issued.

The pilot reported that he had accumulated about 50 hours total flight time in the Pitts S-2A airplane. The prevailing winds at the time of the accident were reported at 110 degrees at 10 knots. No mechanical problems, with the airplane, were reported by the pilot.

Pilot Information

Certificate:	Commercial	Age:	42, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
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 None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	870 hours (Total, all aircraft), 16 hours (Total, this make and model), 24 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Dennis L. Long	Registration:	N60DL
Model/Series:	PITTS S-2A PITTS S-2A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	DL5
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	199 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1A
Registered Owner:	PAPA ECHO LIMITED	Rated Power:	200 Horsepower
Operator:	JOSEF ARNET	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:	DAB ,35 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	18:53 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(44J)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	SPRUCE CREEK 44J	Runway Surface Type:	Asphalt
Airport Elevation:	80 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	

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:	29.109792,-80.970252(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	WARREN HENRY; ORLANDO , FL
Original Publish Date:	February 15, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=3983

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).