



# Aviation Investigation Final Report

<b>Location:</b>	SALINAS, California	<b>Accident Number:</b>	LAX00LA007
<b>Date &amp; Time:</b>	October 11, 1999, 11:00 Local	<b>Registration:</b>	N50AL
<b>Aircraft:</b>	Pitts                      S2B	<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

Calm wind conditions prevailed as the pilot completed six touch-and-go landings. On the next landing the airplane bounced, and the pilot initiated a go-around as part of the recovery attempt. He said the airplane veered left off the runway heading and was going toward the control tower. He banked right to return to the runway centerline and the right wing tip drug the ground. The airplane then settled into the ground and the wing and propeller were damaged.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the effects of torque and P-factor during a go-around from a bounced landing, which led to a loss of control and the inadvertent dragging of a wing.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND
2. (C) TORQUE/P-FACTOR - NOT CORRECTED - PILOT IN COMMAND
3. (C) RUDDER - IMPROPER USE OF - PILOT IN COMMAND
4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: GO-AROUND (VFR)

## Factual Information

On October 11, 1999, about 1100 hours Pacific daylight time, a Pitts S2B, N50AL, drug a wing during a go-around from a bounced landing while practicing touch-and-go landings at the Salinas, California, municipal airport. The airplane sustained substantial damage. The private pilot operated the airplane under the provisions of 14 CFR Part 91, and was not injured. The local personal flight departed Salinas at 1000. Visual meteorological conditions prevailed and included calm wind conditions. No flight plan was filed.

The pilot stated he completed six touch-and-go landings. On the next landing the airplane bounced, and the pilot initiated a go-around as part of the recovery attempt. He said the airplane veered left off the runway heading and was going toward the control tower. He banked right to return to the runway centerline and the right wing tip drug the ground. The airplane then settled into the ground and the wing and propeller were damaged.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	26, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<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 19, 1997
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	227 hours (Total, all aircraft), 100 hours (Total, this make and model), 109 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Pitts	<b>Registration:</b>	N50AL
<b>Model/Series:</b>	S2B S2B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Aerobatic	<b>Serial Number:</b>	5067
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	1700 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	AEIO-540-D4A5
<b>Registered Owner:</b>	PITTS S2B LLC	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	NOBUYUKI TSUGITA	<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>	SNS ,84 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	09:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	17°C / 7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(SNS)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	SALINAS MUNI SNS	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	84 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	26	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5005 ft / 150 ft	<b>VFR Approach/Landing:</b>	Go around;Touch and go

## 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>	36.670631,-121.609474(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Plagens, Howard
<b>Additional Participating Persons:</b>	MAGGIE FREYDOZ; SAN JOSE , CA
<b>Original Publish Date:</b>	April 25, 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=47597">https://data.ntsb.gov/Docket?ProjectID=47597</a>

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