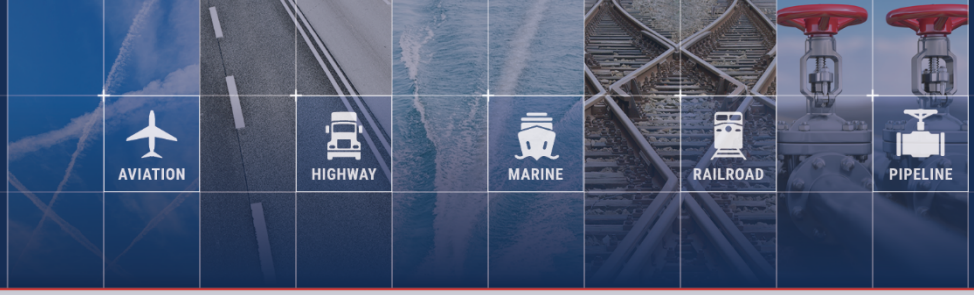

Aviation Investigation Final Report

Location:	HAMMONTON, New Jersey	**Accident Number:**	NYC00LA145
Date & Time:	May 26, 2000, 09:00 Local	**Registration:**	N16FJ
Aircraft:	Aerotek PITTS S-2A	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was landing on Runway 21, a 3,602 foot-long, 75 foot-wide, asphalt runway. The airplane veered left during the landing roll and the pilot attempted to apply right rudder to correct; however, the airplane departed the left side of the runway. The airplane's left wing contacted the ground and the airplane nosed over. The pilot stated he experienced no mechanical problems with the airplane. Winds reported at an airport about 17 miles south-southeast of the accident site, were from 290 degrees at 13 knots

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 landing. A factor in this accident was the crosswind condition.

Findings

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

Findings
1. (F) WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Factual Information

On May 26, 2000, about 0900 Eastern Daylight Time, an Aerotex Pitts S-2A, N16FJ, was substantially damaged while landing at the Hammonton Municipal Airport, Hammonton, New Jersey. The certificated private pilot and a passenger were not injured. Visual meteorological conditions prevailed and no flight plan had been filed for the flight that departed the Cross Keys Airport, Cross Keys, New Jersey. The personal flight was conducted under 14 CFR Part 91.

The airplane was landing on Runway 21, a 3,602 foot-long, 75 foot-wide, asphalt runway.

According to the pilot, the airplane veered left during the landing roll and he attempted to apply right rudder to correct; however, the airplane departed the left side of the runway. The airplane's left wing contacted the ground and the airplane nosed over. The pilot stated he experienced no mechanical problems with the airplane.

The pilot reported 1,710 hours of total flight experience, of which, 37 hours were in the make and model of the accident airplane.

Winds reported at an airport about 17 miles south-southeast of the accident site, at 0854, were from 290 degrees at 13 knots.

Pilot Information

Certificate:	Private	**Age:**	50,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Rear
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 3 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	December 11, 1999
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	1710 hours (Total, all aircraft), 37 hours (Total, this make and model), 1644 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aerotek	**Registration:**	N16FJ
Model/Series:	PITTS S-2A PITTS S-2A	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	2210
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	August 1, 1999 Annual	**Certified Max Gross Wt.:**	1575 lbs
Time Since Last Inspection:	71 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	1034 Hrs	**Engine Manufacturer:**	Lycoming
ELT:	Installed, activated	**Engine Model/Series:**	IO-360
Registered Owner:	JAMES A. LATTANZI	**Rated Power:**	200 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:	ACY ,76 ft msl	**Distance from Accident Site:**	15 Nautical Miles
Observation Time:	08:54 Local	**Direction from Accident Site:**	150°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	13 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	290°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	22°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CROSS KEYS , NJ (17N)	**Type of Flight Plan Filed:**	None
Destination:	(N81)	**Type of Clearance:**	None
Departure Time:	08:45 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	HAMMONTON MUNI N81	**Runway Surface Type:**	Asphalt
Airport Elevation:	69 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	21	**IFR Approach:**	None
Runway Length/Width:	3602 ft / 75 ft	**VFR Approach/Landing:**	Traffic pattern

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:**	

Administrative Information

Investigator In Charge (IIC):	Schiada, Luke
Additional Participating Persons:	JOE MYERS; PHILADELPHIA , PA
Original Publish Date:	March 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49298