



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

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](#).