



Aviation Investigation Final Report

Location:	Tracy, California	Accident Number:	LAX06LA260
Date & Time:	August 13, 2006, 13:15 Local	Registration:	N22JF
Aircraft:	Sicheneder Pitts S1S	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot landed the airplane within the first 1,000 feet of the runway, just right of the centerline. During the rollout, the airplane encountered a dip in the runway, and the pilot felt the landing gear 'flex'. The airplane then veered to the left, and the pilot attempted to correct with right rudder and brake; however, the airplane swerved and nosed over. The airplane sustained substantial damage to the lower right wing, upper left wing, and the vertical stabilizer.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain directional control during the landing rollout.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

Findings

3. TERRAIN CONDITION - RUNWAY

Factual Information

On August 13, 2006, at 1315 Pacific daylight time, an experimental Sicheneder Pitts S1S, N22JF, nosed over during landing at Tracy Municipal Airport, Tracy, California. The pilot/owner was operating the airplane under the provisions of 14 Code of Federal Regulations Part 91. The commercial pilot was not injured; the airplane sustained substantial damage. The personal flight departed Byron Airport, Byron, California, at 1300. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot stated in a written report that as he approached Tracy, he checked the Automated Weather Observation System, and visually established contact with two other aircraft in the pattern. He then joined the pattern and established the airplane for a landing on runway 30. He performed a three point landing within the first 1,000 feet passed the threshold. He stated that he landed just right of the centerline, and during rollout encountered a dip in the runway. He felt the landing gear 'flex' and the airplane then veered to the left. He attempted to correct with right rudder and brake, but the airplane nosed over. The airplane sustained substantial damage to the lower right wing, upper left wing, and the vertical stabilizer.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	35, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	July 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 1, 2006
Flight Time:	447 hours (Total, all aircraft), 401 hours (Pilot In Command, all aircraft), 71 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Sicheneder	Registration:	N22JF
Model/Series:	Pitts S1S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	H478
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	August 1, 2006 Condition	Certified Max Gross Wt.:	1148 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	850 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360
Registered Owner:	James R. Marshall	Rated Power:	200 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SCK,33 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	13:55 Local	Direction from Accident Site:	38°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.81 inches Hg	Temperature/Dew Point:	29°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Byron, CA (C83)	Type of Flight Plan Filed:	None
Destination:	Tracy Municipal, CA (TCY)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	

Airport Information

Airport:	Tracy Municipal TCY	Runway Surface Type:	Asphalt
Airport Elevation:	193 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	4001 ft / 100 ft	VFR Approach/Landing:	None

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:	37.692501,-121.447219

Administrative Information

Investigator In Charge (IIC): Plagens, Howard

Additional Participating Persons: William J Gilley; Federal Aviation Administration ; Oakland, CA

Original Publish Date: February 28, 2008

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=64321>

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