



Aviation Investigation Final Report

Location:	SANTA CRUZ, California	Accident Number:	LAX82DA207
Date & Time:	June 2, 1982, 13:00 Local	Registration:	N25PB
Aircraft:	PITTS S-1 (BARTOE/SKYOTE)	Aircraft Damage:	None
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A LANDING APPROACH, THE PILOT OF A HOMEBUILT PITTS AIRCRAFT ENCOUNTERED THE CROSSWIND, ABORTED THE LANDING AND REENTERED ON DOWNWIND. AFTER TURNING FINAL, HE SAW A PIPER PA-28, N40951, DIRECTLY AHEAD. HE MOVED THE STICK FULL FORWARD AND TO THE LEFT TO AVOID A COLLISION. HOWEVER, THE PROPELLER OF THE PITTS STRUCK THE LOWER FUSELAGE, LEFT FLAP, AND LEFT WHEEL FAIRING AND TIRE OF THE PA-28. AFTER THE COLLISION THE PILOT OF THE PITTS AIRCRAFT WENT AROUND AND LANDED WITHOUT FURTHER INCIDENT. THE PA-28 PILOT CONTINUED HIS LANDING, BUT THE PLANE SWERVED TO THE LEFT SIDE OF THE RUNWAY DURING LANDING ROLL. A WITNESS STATED THAT THE COLLISION OCCURRED AT ABOUT 50 FT AGL. THE PILOT OF THE PIPER PA-28 REPORTED THAT HIS PLANE WAS STRUCK FROM BEHIND AND BELOW.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	29, Male
Airplane Rating(s):	Single-engine land; Multi-engine land; Multi-engine sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 12, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4500 hours (Total, all aircraft), 200 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PITTS	Registration:	N25PB
Model/Series:	S-1 (BARTOE/SKYOTE) S-1 (BARTO	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	1-001
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1100 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	80 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-360
Registered Owner:	PETER WRIGHT BELL	Rated Power:	200 Horsepower
Operator:	PETER WRIGHT BELL	Operating Certificate(s) Held:	
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	65°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SANTA CRUZ (SRU)	Type of Flight Plan Filed:	None
Destination:	SANTA CRUZ (SRU)	Type of Clearance:	None
Departure Time:	12:15 Local	Type of Airspace:	

Airport Information

Airport:	SKYPARK SRU	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	
Runway Length/Width:	2520 ft / 60 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.04084,-122.099098(est)

Administrative Information

Investigator In Charge (IIC):

**Additional Participating
Persons:**

Original Publish Date: June 2, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72532>

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](#).



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Location:	SANTA CRUZ, California	Accident Number:	LAX82DA207
Date & Time:	June 2, 1982, 13:00 Local	Registration:	N40951
Aircraft:	PIPER PA-28	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT OF THE PIPER PA-28 REPORTED THAT HE WAS ON FINAL APPROACH AT APPROXIMATELY 50 FT AGL WHEN HIS AIRCRAFT WAS STRUCK FROM BEHIND AND BELOW BY A PITTS/SKYOTE S-1, N25PB. HE CONTINUED THE LANDING, BUT DURING THE LANDING ROLL, THE PIPER PA-28 VEERED OFF THE LEFT SIDE OF THE RUNWAY. THE PILOT OF THE PITTS AIRCRAFT WENT AROUND AND LANDED WITH NO FURTHER INCIDENT. AN EXAMINATION OF THE PIPER PA-28 REVEALED 5 PROPELLER STRIKES ON THE LOWER FUSELAGE, 1 STRIKE ON THE LEFT FLAP, AND STRIKES ON THE LEFT WHEEL FAIRING AND TIRE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: MIDAIR COLLISION

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Private	Age:	60,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		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:	October 1, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	400 hours (Total, all aircraft), 34 hours (Total, this make and model), 350 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N40951
Model/Series:	PA-28 PA-28	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	7425193
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	34 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1244 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-E30
Registered Owner:	ROBERT RICHARD GEORGE	Rated Power:	150 Horsepower
Operator:	ROBERT RICHARD GEORGE	Operating Certificate(s) Held:	
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
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Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	65°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
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Departure Time:	12:10 Local	Type of Airspace:	

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