



Aviation Investigation Final Report

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| Location: | Perris, California | Accident Number: | GAA16CA464 |
| Date & Time: | September 3, 2016, 13:00 Local | Registration: | N7296C |
| Aircraft: | North American SNJ | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation | | |

Analysis

The pilot of the tailwheel equipped airplane reported that during the landing roll out with the tailwheel down, the tail of the airplane lifted back into the air, at that time he attempted to abort the landing. The pilot further reported that when the airplane became airborne the left wing dropped, then the right, both of which he countered. Subsequently, the left wing dropped again and struck the ground. The airplane exited the runway to the left and came to rest on its nose. The airplane sustained substantial damage to the left wing and aileron.

After the accident, witnesses reported to the pilot that a dust devil had touched down in front of the airplane during the landing.

The pilot reported that there were no pre impact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's inability to compensate for a dust devil during an aborted landing, which resulted in the left wing contacting the ground, a runway excursion, and the airplane coming to rest in a nose-down attitude.

Findings

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| Aircraft | Directional control - Attain/maintain not possible |
| Personnel issues | Aircraft control - Pilot |
| Environmental issues | Dust devil/whirlwind - Ability to respond/compensate |

Factual Information

History of Flight

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| Landing-aborted after touchdown | Other weather encounter |
| Landing-aborted after touchdown | Dragged wing/rotor/float/other |
| Landing-aborted after touchdown | Loss of control on ground (Defining event) |
| Landing-aborted after touchdown | Runway excursion |
| Landing-aborted after touchdown | Nose over/nose down |

Pilot Information

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|----------------------------------|---|--|------------------|
| Certificate: | Commercial | Age: | 45, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | None | Restraint Used: | 4-point |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 Without waivers/limitations | Last FAA Medical Exam: | December 3, 2015 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | December 2, 2015 |
| Flight Time: | (Estimated) 620 hours (Total, all aircraft), 53.4 hours (Total, this make and model), 580 hours (Pilot In Command, all aircraft), 29.1 hours (Last 90 days, all aircraft) | | |

Passenger Information

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|----------------------------------|-----|--|---------|
| Certificate: | | Age: | Male |
| Airplane Rating(s): | | Seat Occupied: | Rear |
| Other Aircraft Rating(s): | | Restraint Used: | 4-point |
| Instrument Rating(s): | | Second Pilot Present: | No |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | | Last FAA Medical Exam: | |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|---------------------------|
| Aircraft Make: | North American | Registration: | N7296C |
| Model/Series: | SNJ 5 | Aircraft Category: | Airplane |
| Year of Manufacture: | 1944 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 84979 |
| Landing Gear Type: | Retractable - Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | January 19, 2016 Annual | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 5590 Hrs | Engine Manufacturer: | P&W |
| ELT: | Installed, not activated | Engine Model/Series: | R1340 - AN1 |
| Registered Owner: | On file | Rated Power: | 600 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | Commercial air tour (136) |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KRIV, 1536 ft msl | Distance from Accident Site: | 8 Nautical Miles |
| Observation Time: | 19:58 Local | Direction from Accident Site: | 349° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 2 knots / None | Turbulence Type Forecast/Actual: | / Clear air |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / N/A |
| Altimeter Setting: | 29.87 inches Hg | Temperature/Dew Point: | 24°C / 13°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Perris, CA (L65) | Type of Flight Plan Filed: | None |
| Destination: | Perris, CA (L65) | Type of Clearance: | VFR |
| Departure Time: | | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|-------------------|----------------------------------|-----------|
| Airport: | PERRIS VALLEY L65 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 1413 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 15 | IFR Approach: | None |
| Runway Length/Width: | 5100 ft / 50 ft | VFR Approach/Landing: | Full stop |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| 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: | 33.76361,-117.218612(est) |

Administrative Information

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| Investigator In Charge (IIC): | Swenson, Eric |
| Additional Participating Persons: | Ronald Allen; FAA; Riverside, CA |
| Original Publish Date: | December 5, 2016 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=93953 |

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](#).