



Aviation Investigation Final Report

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

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

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

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

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

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:		Rated Power:	600 Horsepower
Operator:	On file	Operating Certificate(s) Held:	Commercial air tour (136)

Meteorological Information and Flight Plan

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 /	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

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

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

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Ronald Allen; FAA; Riverside, CA
Original Publish Date:	December 5, 2016
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

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).