



Aviation Investigation Final Report

Location:	Tracy, California	Accident Number:	WPR23LA165
Date & Time:	April 24, 2023, 13:45 Local	Registration:	N92734
Aircraft:	ONEAL J R/ONEAL R C EDI EXPRESS	Aircraft Damage:	Minor
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during the takeoff roll, the airplane drifted to the left, and he corrected with right brake input. The airplane began drifting left again, and the pilot was unable to correct with right rudder or brake. The airplane briefly became airborne and then landed in the grass to the left of the runway. The airplane sustained substantial damage to the engine mount. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane 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 failure to maintain directional control during the takeoff roll.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Collision during takeoff/land
Takeoff	Runway excursion

Pilot Information

Certificate:	Private	Age:	64,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Unknown With waivers/limitations	Last FAA Medical Exam:	April 21, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	775 hours (Total, all aircraft), 42 hours (Total, this make and model), 662 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ONEAL J R/ONEAL R C	Registration:	N92734
Model/Series:	EDI EXPRESS	Aircraft Category:	Airplane
Year of Manufacture:	1996	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	166
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 19, 2022 Condition	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	652 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91A installed, not activated	Engine Model/Series:	TIO-540-1CA
Registered Owner:	On file	Rated Power:	250 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMOD,87 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	99°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	26°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tracy, CA	Type of Flight Plan Filed:	None
Destination:	Tracy, CA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	TRACY MUNI 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 / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.672425,-121.48301(est)

Administrative Information

Investigator In Charge (IIC): Rho, Paul

Additional Participating Persons: Rick Baker; FAA; Oakland, CA

Original Publish Date: September 8, 2023

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=107122>

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](#).