



Aviation Investigation Final Report

Location:	RENO, Nevada	Accident Number:	LAX85LA392
Date & Time:	September 14, 1985, 15:29 Local	Registration:	N10607
Aircraft:	NORTH AMERICAN P-51D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PLT HAD COMPLETED A HEAT RACE AS A PARTICIPANT IN THE RENO NATIONAL CHAMPIONSHIP AIR RACES AND WAS LANDING IN A GUSTY X-WIND WHEN THE ACFT'S LEFT WING WAS LIFTED BY THE WIND AND THE ACFT CARTWHEELED, RESULTING IN SUBSTANTIAL DAMAGE TO THE WINGS AND TO THE FUSELAGE.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	40,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 28, 1985
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	6200 hours (Total, all aircraft), 600 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NORTH AMERICAN	Registration:	N10607
Model/Series:	P-51D P-51D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Limited (Special)	Serial Number:	44-74466A
Landing Gear Type:	Retractable - Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 26, 1985 100 hour	Certified Max Gross Wt.:	8157 lbs
Time Since Last Inspection:	25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1532 Hrs	Engine Manufacturer:	ROLLS-ROYCE
ELT:	Not installed	Engine Model/Series:	V1650
Registered Owner:		Rated Power:	
Operator:		Operating Certificate(s) Held:	None
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:	None	Visibility (RVR):	
Wind Speed/Gusts:	25 knots / 35 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(4SD)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	RENO-STEAD 4SD	Runway Surface Type:	Asphalt
Airport Elevation:	5046 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	7600 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	39.710792,-119.820152(est)

Administrative Information

Investigator In Charge (IIC): Schutte, Audrey

Additional Participating Persons: RONALD L STEELE; RENO , NV

Original Publish Date:

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=24836>

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).