



Aviation Investigation Factual Report

Location:	TULARE, California	Accident Number:	LAX94LA144
Date & Time:	February 22, 1994, 19:15 Local	Registration:	N7039T
Aircraft:	CESSNA 421C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On February 22, 1994, at 1915 Pacific standard time, a Cessna 421C, N7039T, sustained structural damage to the forward fuselage and nose gear trunion when the aircraft ran off the runway while taxiing for takeoff at Tulare, California. The aircraft was owned by Van Ryn Feed Company Inc., of Corona, California, and was on a cross-country personal flight conducted under 14 CFR Part 91. Visual meteorological conditions prevailed at the time and no flight plan had been filed for the operation. The certificated private pilot and the passenger on board were not injured. The flight originated at Chino, California, at 1730 on the day of the mishap.

Federal Aviation Administration inspectors reported that during the hours of darkness the pilot was preparing to make a right turn onto the approach end of runway 13 from a parallel taxiway when he lost control of the aircraft and ran off the taxiway into a ditch. The force of the impact drove the nose gear back into the fuselage causing substantial structural damage.

In his written statement, the pilot reported that he had landed at Mefford Field to drop off three of his four passengers. As he taxied to the ramp, he noticed that his right brake felt "mushy" and he had a "little problem" in making two 90-degree right turns. As he continued to make two more 90-degree right turns, his brakes began to function normally.

After deplaning his passengers, the pilot checked the braking action of both his right and left brakes and they responded normally. He proceeded to taxi back to runway 13 along a parallel taxiway until he reached a 45-degree intersecting taxiway connecting the parallel taxiway with the approach end of runway 13. He stated that as he applied his brakes to make the turn, he obtained no braking action. The aircraft continued straight ahead off the end of the taxiway and into a ditch where it impacted soft terrain. The force of the impact collapsed the nose gear and allowed both propellers to contact the ground.

A postaccident technical inspection of the brake system revealed no discrepancies or abnormalities.

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
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 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 7, 1993
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1677 hours (Total, all aircraft), 840 hours (Total, this make and model), 1483 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7039T
Model/Series:	421C 421C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	421C0465
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	August 30, 1993 Annual	Certified Max Gross Wt.:	7500 lbs
Time Since Last Inspection:	10 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2400 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	GTSIO-520L
Registered Owner:	VAN RYN FEED COMPANY INC.	Rated Power:	375 Horsepower
Operator:	ARIE VAN RYN	Operating Certificate(s) Held:	None
Operator Does Business As:	VAN RYN FEED COMPANY INC	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/bright
Observation Facility, Elevation:	VIS ,292 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:		Direction from Accident Site:	320°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	10°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BAKERSFIELD (BFL)	Type of Flight Plan Filed:	None
Destination:	CHINO (CNO)	Type of Clearance:	None
Departure Time:	18:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	MEFFORD FIELD TLR	Runway Surface Type:	Asphalt
Airport Elevation:	271 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	3914 ft / 75 ft	VFR Approach/Landing:	None

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:	36.179027,-119.360511(est)

Administrative Information

Investigator In Charge (IIC): Crispin, Robert

Additional Participating Persons: CLIFF GIBBONS; FRESNO , CA

Report Date: May 18, 1994

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=28682>

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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](#).