



Aviation Investigation Final Report

Location:	TEMECULA, California	Accident Number:	LAX83LA272
Date & Time:	June 4, 1983, 09:30 Local	Registration:	N2334V
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT & INSTRUCTOR (CFI) WERE ON A DUAL INSTRUCTIONAL FLT IN PREPARATION FOR THE STUDENT'S 1ST SOLO FLT. AFTER RETURNING FROM FLT IN THE LOCAL AREA, THEY ENTERED THE TRAFFIC PATTERN TO LAND ON RWY 12. DURING A FINAL APCH TO LAND, THE STUDENT FLEW THE ACFT TO CROSS OVER THE THRESHOLD AT ABOUT 3 FT AGL & LAND ABOUT 200 FT DOWN THE RWY. AS THE ACFT WAS CROSSING THE THRESHOLD, THE RIGHT MAIN GEAR STRUCK THE TOP 1 FT OF A MOUND OF DIRT. THE GEAR FAILED. DURING THE LANDING THE ACFT WENT OFF THE RIGHT SIDE OF THE RWY. THE CFI REPORTED THAT DURING DEPARTURE, THEY MADE AN INTERSECTION TAKEOFF, AND THUS, DID NOT OBSERVE THE MOUND OF DIRT ADJACENT TO THE END OF THE RWY. THE CFI ALSO SAID THE MOUND WAS THE SAME COLOR AS THE SURROUNDING TERRAIN & WAS VIRTUALLY INDISTINGUISHABLE. MOUNDS OF DIRT HAD BEEN PLACED AROUND THE APCH END OF RWY 12 IN PREPARATION OF REPAIRS. THE MOUNDS WERE ABOUT 4 FT TALL.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) OTHER AIRPORT/RUNWAY MAINTENANCE - IMPROPER - AIRPORT PERSONNEL
2. (C) VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
4. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	59, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 26, 1982
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	8020 hours (Pilot In Command, all aircraft), 78 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2334V
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-82A0052
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	March 25, 1983 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	45 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	59 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2A
Registered Owner:	HUGH D. AND BONNIE B. LENTZ	Rated Power:	112 Horsepower
Operator:	AIRMECH, INC.	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:	Unknown	Visibility	4 miles
Lowest Ceiling:	Broken / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	RANCHO CALIFORNIA 2LO	Runway Surface Type:	Asphalt
Airport Elevation:	1015 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	3465 ft / 60 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Pollack, Wayne

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=23742>

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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](#).