



# Aviation Investigation Final Report

<b>Location:</b>	CHINO, California	<b>Accident Number:</b>	LAX89LA051
<b>Date &amp; Time:</b>	November 19, 1988, 10:30 Local	<b>Registration:</b>	N1441C
<b>Aircraft:</b>	PIPER PA-20	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT DURING THE LANDING ROLL AND GROUND LOOPED. THE FLIGHT INSTRUCTOR REPORTED THAT THIS WAS THE FIRST LANDING OF THE DAY AND THAT THEY WERE STAYING IN THE TRAFFIC PATTERN TO PRACTICE TOUCH AND GO LANDINGS ON RWY 26. THE PLT STATED THAT THE TOUCHDOWN AND LANDING WAS STRAIGHT, BUT DURING THE LANDING ROLL THE PLANE STARTED A TURN TO THE LEFT FOLLOWED BY A SHARP TURN TO THE RIGHT. SHE ATTEMPTED TO ADD POWER TO CORRECT, BUT THE ACFT WAS HEADING TOWARDS A CESSNA IN POSITION ON RWY 21 INTERSECTION. THEY CROSSED THE GRASS BETWEEN THE RWYS AND PRIOR TO REACHING RWY 21 THE LEFT GEAR COLLAPSED. INSPECTION REVEALED THE TAILWHEEL STEERING ASSEMBLY DETENT PIN HAD SEPARATED.

## 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) LANDING GEAR,STEERING SYSTEM - DISCONNECTED

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

Findings

2. TERRAIN CONDITION - BERM

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	32,Female
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	October 17, 1988
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2700 hours (Total, all aircraft), 10 hours (Total, this make and model), 2500 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N1441C
<b>Model/Series:</b>	PA-20 PA-20	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	20-985
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 25, 1988 Annual	<b>Certified Max Gross Wt.:</b>	1950 lbs
<b>Time Since Last Inspection:</b>	35 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	INPLANT SUPPORT SYSTEMS INC	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	HILL, BRIAN	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	INPLANT SUPPORT SYSTEMS INC.	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CNO ,650 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	10:22 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	20000 ft AGL	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:24 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CHINO CNO	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	650 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	26	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3856 ft / 150 ft	<b>VFR Approach/Landing:</b>	Touch and go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	33.939334,-117.719688(est)

## Administrative Information

**Investigator In Charge (IIC):** Isbell, Shelby

**Additional Participating Persons:**

**Original Publish Date:** January 4, 1990

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=26299>

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