



Aviation Investigation Final Report

Location:	CORONA, California	Accident Number:	LAX92FA196
Date & Time:	May 2, 1992, 14:46 Local	Registration:	N666CM
Aircraft:	BEECH A23-24	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A STUDENT PILOT WAS IN THE LEFT SEAT OF HIS NEWLY PURCHASED AIRCRAFT AND A PRIVATE PILOT OCCUPIED THE RIGHT SEAT. THE INVESTIGATION WAS UNABLE TO DETERMINE WHO WAS FLYING THE AIRCRAFT AT THE TIME OF THE ACCIDENT. THE PILOTS INITIATED A GO AROUND AFTER A HARD LANDING WHICH SHEARED OFF THE LEFT MAIN LANDING GEAR, BROKE THE NOSE GEAR STRUT, AND DAMAGED THE HORIZONTAL STABILIZER. WITNESSES STATED THAT THE CLIMB RATE AND THE AIRSPEED APPEARED TO BE VERY LOW, AND THAT THE LEFT HORIZONTAL STABILIZER APPEARED TO BE BENT DOWN. ACCORDING TO WITNESSES, DURING THE CROSS WIND AND DOWN WIND LEGS, THE AIRPLANE WAS MAKING ABRUPT PITCH CHANGES AND NEVER ATTAINED ALTITUDES OF MORE THAN 300 TO 500 FEET AGL. WHILE ON A CLOSE IN DOWN WIND LEG, THE AIRPLANE STRUCK AN INDUSTRIAL BUILDING WHICH IS APPROXIMATELY 100 FEET HIGHER THAN THE RUNWAY SURFACE. THE STUDENT PILOT HAD JUST TRADED ANOTHER AIRPLANE FOR THE ACCIDENT AIRPLANE WHICH HAD JUST HAD AN ANNUAL INSPECTION AND WAS SIGNED OFF AS UNAIRWORTHY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: 1) THE FLYING PILOT'S IMPROPER LANDING FLARE WHICH RESULTED IN A HARD LANDING AND SIGNIFICANT DAMAGE TO THE AIRCRAFT EMPENNAGE FLIGHT CONTROLS, 2) THE FLYING PILOT'S DECISION TO INITIATE A GO AROUND WITH THE OBVIOUS SERIOUS DAMAGE TO THE AIRCRAFT, AND 3) THE FLYING PILOT'S INABILITY TO CONTROL THE AIRCRAFT IN PITCH DUE TO THE DAMAGE SUSTAINED IN THE HARD LANDING. A FACTOR IN THE ACCIDENT WAS THE PILOTS LACK OF EXPERIENCE IN THE ACCIDENT AIRPLANE.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - MISJUDGED - PILOT IN COMMAND
2. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
4. HORIZONTAL STABILIZER ATTACHMENT - SHEARED
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. (C) GO-AROUND - ATTEMPTED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: LANDING - ABORTED

Findings

7. (C) FLT CONTROL SYST,STABILATOR CONTROL - LACK OF
8. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - ABORTED

Findings

9. OBJECT - BUILDING(NONRESIDENTIAL)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Student	Age:	36, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 3, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	65 hours (Total, all aircraft), 27 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N666CM
Model/Series:	A23-24 A23-24	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	MA-62
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 1, 1992 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4467 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A2B
Registered Owner:		Rated Power:	200 Horsepower
Operator:	NIX, WILLIAM J.	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:	CNO ,650 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	14:46 Local	Direction from Accident Site:	320°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	RIVERSIDE , CA (RIR)	Type of Flight Plan Filed:	None
Destination:	CORONA , CA (L66)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Airport advisory area

Airport Information

Airport:	CORONA MUNICIPAL L66	Runway Surface Type:	Asphalt
Airport Elevation:	533 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3200 ft / 60 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Petterson, George
Additional Participating Persons:	R.C. MORTON; RIVERSIDE , CA CHARLES LITTLE; WILLIAMSPORT , PA
Original Publish Date:	May 26, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=27424

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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](#).