



Aviation Investigation Final Report

Location:	LONE PINE, California	Accident Number:	LAX95LA006
Date & Time:	October 13, 1994, 16:05 Local	Registration:	N6976P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SAID HE BEGAN TO EXPERIENCE DIRECTIONAL CONTROL PROBLEMS DURING THE GROUND ROLL. THE AIRPLANE DID NOT SEEM TO RESPOND TO RIGHT RUDDER INPUTS, AND HE LIFTED OFF EARLY TO AVOID DEPARTING THE LEFT SIDE OF THE PAVEMENT. THE AIRCRAFT DID NOT HAVE ADEQUATE AIRSPEED AND SETTLED BACK TO THE GROUND IN A LEFT DRIFT. THE RIGHT MAIN LANDING GEAR COLLAPSED AND THE AIRCRAFT SPUN AROUND TO A STOP. THE MANAGER AT THE AIRPORT EXAMINED THE AIRCRAFT AND REPORTED THAT THE NOSE GEAR APPEARED TO BE INTACT. THE RIGHT LINKAGE WHICH CONNECTS THE NOSE GEAR STEERING COLLAR TO THE RUDDER PEDALS WAS BROKEN, WITH A PIECE MISSING. HE ALSO REPORTED THAT HE INSPECTED THE TAXIWAY AND RUNWAY, BUT DID NOT FIND THE MISSING PIECE. IN HIS REPORT, THE PILOT NOTED THAT THE MISSING PIECE WAS FOUND 50 FT WEST OF THE CRASH SITE. HE STATED THAT THE FRACTURE FACE EXHIBITED A RUST-COLORED APPEARANCE OVER ABOUT 1/2 OF THE FRACTURE, WITH THE REMAINDER SHINY IN APPEARANCE. THE PART WAS NOT PROVIDED TO NTSB FOR EXAMINATION AS REQUESTED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ABORT THE TAKEOFF, RESULTING IN A PREMATURE LIFT-OFF. A FACTOR IN THE ACCIDENT WAS THE FAILURE OF THE STEERING LINKAGE.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) LANDING GEAR,STEERING SYSTEM - FRACTURED
2. (F) GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

3. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
4. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

6. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

On October 13, 1994, at 1605 Pacific daylight time, a Piper PA24- 250, N6976P, collided with terrain following a loss of control during takeoff at Lone Pine, California. The aircraft was owned and operated by the pilot. Visual meteorological conditions prevailed at the time and no flight plan was filed for the operation. The aircraft incurred substantial damage. The certificated commercial pilot, the sole occupant, sustained serious injuries. The flight was originating at the time of the accident as a personal cross-country flight to Chino, California.

The pilot reported that he was attempting a takeoff on runway 34 and began to experience directional control problems during the ground roll. The pilot stated that the airplane did not seem to respond to right rudder inputs and he lifted off early to avoid departing the left side of the pavement. The aircraft did not have sufficient airspeed and settled back to the ground in a left drift. The right main landing gear collapsed and the aircraft spun around to a stop.

The manager at the Lone Pine airport examined the aircraft and reported that the nose gear appeared to be intact. The right hand rod which connects the nose gear steering collar to the rudder pedals was broken, with a piece missing. The manager reported that he inspected the taxiway and runway, but did not find the missing piece.

In his written report, the pilot noted that the missing piece was found 50 feet west of the crash site. He stated that the fracture face exhibited a rust-colored appearance over about 1/2 of the fracture with the remainder shiny in appearance. The part was not surrendered to the National Transportation Safety Board for examination as requested.

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Single-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:	January 5, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	473 hours (Total, all aircraft), 265 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6976P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-2119
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	January 6, 1994 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4220 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-A1A5
Registered Owner:	W. CARL ROWLES	Rated Power:	250 Horsepower
Operator:	WILLIAM C. ROWLES	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:	Scattered / 8000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	25°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(O26)	Type of Flight Plan Filed:	None
Destination:	CHINO, CA (CNO)	Type of Clearance:	None
Departure Time:	16:05 Local	Type of Airspace:	Class G

Airport Information

Airport:	LONE PINE 026	Runway Surface Type:	Asphalt
Airport Elevation:	3680 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	3600 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	36.559833,-118.050941(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	JIM DAIGLE; LAS VEGAS , NV
Original Publish Date:	April 25, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=28960

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).