



Aviation Investigation Final Report

Location:	HEALDSBURG, California	Accident Number:	LAX97LA153
Date & Time:	April 6, 1997, 12:55 Local	Registration:	N8188X
Aircraft:	Piper PA-34-200T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that the flight was normal through landing touchdown. When he applied the wheel brakes after landing, both pedals went all the way down. By pumping the brakes he was able to get some braking action from the right brake. It became apparent to him that he would not be able to stop the aircraft on the 2,700-foot-long runway, and there was insufficient runway remaining to go-around. He permitted the aircraft to veer to the right, off the runway, and ground loop in the run-up area. He said that in the two previous landings that morning the brakes functioned properly. The reason for the brake failure was not determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of pressure in the landing gear normal brake system for undetermined reasons requiring the pilot to make an intentional ground loop to stop the aircraft.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - NO PRESSURE
2. (C) REASON FOR OCCURRENCE UNDETERMINED

3. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
4. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

Factual Information

On April 6, 1997, at 1255 hours Pacific daylight time, a Piper PA-34-200T, N8188X, was substantially damaged when the aircraft went off the end of runway 13 during landing at the Healdsburg, California, airport. The private pilot and one passenger were not injured. Visual meteorological conditions prevailed for the personal flight which departed from Red Bluff, California, at 1220.

The pilot reported that the flight was normal through landing touchdown. When he applied the wheel brakes after landing, both pedals went all the way down. By "pumping" the brakes he was able to get some braking action from the right brake. It became apparent to him that he would not be able to stop the aircraft on the 2,700-foot-long runway, and there was insufficient runway remaining to go-around. He permitted the aircraft to veer to the right, off the runway, and ground loop in the run-up area. He said that in the two previous landings that morning the brakes functioned properly.

The reason for the brake failure was not determined.

Pilot Information

Certificate:	Private	Age:	46, 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:	January 13, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	820 hours (Total, all aircraft), 511 hours (Total, this make and model), 820 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8188X
Model/Series:	PA-34-200T PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	348070182
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 3, 1997 Annual	Certified Max Gross Wt.:	4570 lbs
Time Since Last Inspection:	15 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3294 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360-EB
Registered Owner:	GORDON L. MARTIN	Rated Power:	200 Horsepower
Operator:		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:	STS ,125 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	12:45 Local	Direction from Accident Site:	135°
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Broken / 4500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	RED BLUFF , CA (RBL)	Type of Flight Plan Filed:	None
Destination:	(O31)	Type of Clearance:	None
Departure Time:	12:20 Local	Type of Airspace:	Class E

Airport Information

Airport:	HEALDSBURG MUNICIPAL 031	Runway Surface Type:	Asphalt
Airport Elevation:	207 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	2700 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	38.62981,-122.889999(est)

Administrative Information

Investigator In Charge (IIC):	Parker, Richard
Additional Participating Persons:	DAVID CRAMPTON; OAKLAND , CA
Original Publish Date:	October 14, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=29766

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