



Aviation Investigation Final Report

Location:	CABOT, Arkansas	Accident Number:	FTW99LA175
Date & Time:	June 25, 1999, 18:47 Local	Registration:	N6617Y
Aircraft:	Piper PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

During the dual instructional flight, with the flight instructor at the controls, the twin-engine airplane landed halfway down the 2,640-foot sod runway. As it neared the east end of the runway, the aircraft was intentionally 'ground looped' to keep it from crossing a road and going into trees. The aircraft exited the runway to the left, crossed a ditch, and came to a stop in the eastbound lane of a highway. The pilot, who was being checked out in the airplane, reported that after touchdown, the flaps were retracted, and the brakes were applied. However, there 'appeared to be no brakes.' The brakes were pumped, and again there 'appeared to be no brakes.' An FAA inspector examined the brakes and performed an operational check. No preexisting anomalies were found, and the brakes functioned properly.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight instructor's failure to attain the proper touchdown point during the landing.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND(CFI)
2. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND(CFI)

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

Findings

3. TERRAIN CONDITION - DITCH

Factual Information

On June 25, 1999, approximately 1847 central daylight time, a Piper PA-23-250 twin-engine airplane, N6617Y, owned and operated by Odom Aviation, Inc., of Cabot, Arkansas, was substantially damaged during landing roll at the Odom Field Airport near Cabot, Arkansas. The flight instructor and the airline transport rated pilot receiving instruction were not injured. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 instructional flight. The flight departed the Carlisle Municipal Airport, Carlisle, Arkansas, at approximately 1825.

The operator reported in the Pilot/Operator Aircraft Accident Report, NTSB Form 6120.1/2, that the purpose of the flight was for the airline transport rated pilot to receive a check out in the aircraft. The operator further reported that the airline transport rated pilot was at the controls of the aircraft at the time of the accident; however, the flight instructor reported to the FAA inspector that he was the pilot at the controls.

The airline transport rated pilot reported to the FAA inspector that the aircraft landed to the west on the 2,640-foot sod runway, at approximately 75 mph. After touchdown, the flaps were retracted, and the brakes were applied. However, there "appeared to be no brakes." The brakes were pumped, and again there "appeared to be no brakes." As the aircraft neared the east end of the runway, "the aircraft was ground looped to keep from crossing Kerr Road and going into the trees." The aircraft exited the runway to the left, crossed a ditch, and came to a stop in the eastbound lane of Highway 321.

A witness reported to the FAA inspector that the airplane landed halfway down the runway.

Examination of the aircraft by the FAA inspector revealed that the left and right main landing gear had collapsed damaging their respective wing spars. The FAA inspector examined the brakes and performed an operational check. No preexisting anomalies were found, and the brakes functioned properly.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	55, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 11, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	7000 hours (Total, all aircraft), 100 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6617Y
Model/Series:	PA-23-250 PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	27-3923
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	June 10, 1999 100 hour	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	13 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	8177 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-C4B5
Registered Owner:	ODOM AVIATION, INC.	Rated Power:	250 Horsepower
Operator:	ODOM AVIATION, 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:	LIT ,2622 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	18:53 Local	Direction from Accident Site:	225°
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Broken / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ARKADELPHIA , AR (M89)	Type of Flight Plan Filed:	None
Destination:	(AR28)	Type of Clearance:	
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ODOM FIELD AR28	Runway Surface Type:	Grass/turf
Airport Elevation:	280 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2640 ft / 70 ft	VFR Approach/Landing:	Full stop

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:	34.959186,-92.019828(est)

Administrative Information

Investigator In Charge (IIC):	Wigington, Douglas
Additional Participating Persons:	RAYMOND G D'ANGELO; LITTLE ROCK , AR
Original Publish Date:	November 30, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=46662

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](#).