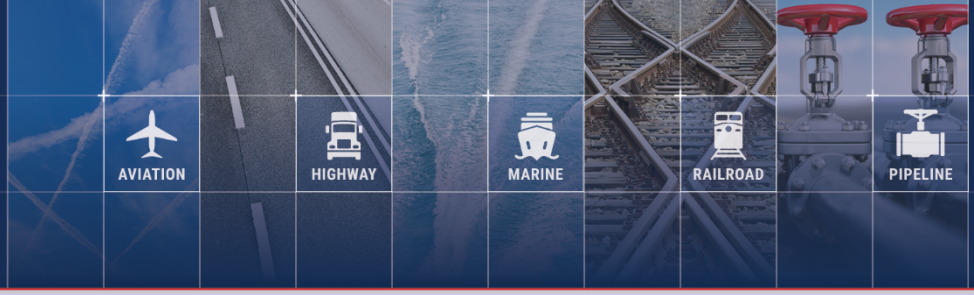

Aviation Investigation Final Report

Location:	HERLONG, California	**Accident Number:**	LAX00LA147
Date & Time:	April 6, 2000, 19:30 Local	**Registration:**	N180BC
Aircraft:	Piper PA-24	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during the landing rollout, while at about 50 mph, a strong gust of wind hit him from the left. The airplane veered to the right off the runway, then continued through a metal fence and into a field. There was damage to the left wing, aileron, and landing gear. The pilot reported that the winds at the airport at the time of the accident were from the southwest at 25 to 35 knots, gusting to 35 knots and higher. According to the manufacturer, there is no published maximum crosswind component for the PA-24.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain directional control of the airplane during landing in gusting crosswind conditions.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings
1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings
5. OBJECT - FENCE

Factual Information

On April 6, 2000, at 1930 hours Pacific daylight time, a Piper PA-24, N180BC, veered off the runway and impacted a metal fence after landing at the Herlong, California, airport. The airplane, owned and operated by the pilot, sustained substantial damage. The private pilot was not injured. The personal cross-country flight, conducted under the provisions of 14 CFR Part 91, had originated in Creswell, Oregon, about 1800, and was terminating at the time of the accident. Night visual meteorological conditions prevailed and no flight plan was filed.

The pilot reported that after flying over the airport to check the wind conditions, he performed a normal landing to runway 24. During the landing rollout, while at about 50 mph, a strong gust of wind hit him from the left. The airplane veered to the right off the runway, then continued through a metal fence and into a field. There was damage to the left wing, aileron, and landing gear.

The pilot reported that the winds at Herlong at the time of the accident were from the southwest at 25 to 35 knots, gusting to 35 knots and higher.

According to the manufacturer, there is no published maximum crosswind component for the PA-24.

Pilot Information

Certificate:	Private	**Age:**	72,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:**	March 23, 2000
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	2600 hours (Total, all aircraft), 2380 hours (Total, this make and model), 7 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	**Registration:**	N180BC
Model/Series:	PA-24 PA-24	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	24-1233
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	March 12, 2000 Annual	**Certified Max Gross Wt.:**	2550 lbs
Time Since Last Inspection:	8 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	4700 Hrs	**Engine Manufacturer:**	Lycoming
ELT:	Installed, not activated	**Engine Model/Series:**	O-360-A1A
Registered Owner:	ROBERT L. CRUM	**Rated Power:**	180 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:**	Dusk
Observation Facility, Elevation:	RNO ,4412 ft msl	**Distance from Accident Site:**	47 Nautical Miles
Observation Time:	19:56 Local	**Direction from Accident Site:**	110°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	16 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	250°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	21°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CRESWELL , OR (77S)	**Type of Flight Plan Filed:**	None
Destination:	(Q73)	**Type of Clearance:**	
Departure Time:	18:00 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	HERLONG Q73	**Runway Surface Type:**	Asphalt
Airport Elevation:	4055 ft msl	**Runway Surface Condition:**	
Runway Used:	24	**IFR Approach:**	
Runway Length/Width:	3260 ft / 40 ft	**VFR Approach/Landing:**	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	40.140106,-120.159957(est)

Administrative Information

Investigator In Charge (IIC):	Mars, Noelani
Additional Participating Persons:	ADRIAN GRIEVE; RENO , NV
Original Publish Date:	July 17, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=48901