



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
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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

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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](#).