



Aviation Investigation Final Report

Location:	Hollister, California	Accident Number:	LAX04LA138
Date & Time:	February 12, 2004, 17:20 Local	Registration:	N55073
Aircraft:	Piper PA-34-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The airplane veered off the runway during landing and collided with a runway sign. The certified flight instructor (CFI) and student were practicing a simulated single engine approach. The student lost directional control of the airplane after touchdown. The CFI elected to do a go-around. Just after adding power for the go-around, the airplane veered off of the runway and the right flap assembly impacted a runway sign. No mechanical malfunctions or failures were reported.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the student pilot's failure to maintain directional control and the instructor's inadequate supervision of the flight.

Findings

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

Findings

1. EMERGENCY PROCEDURE - SIMULATED
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

4. OBJECT - SIGN

Factual Information

On February 12, 2004, about 1720 Pacific standard time, a Piper PA-34-200, N55073, veered off the runway during landing and collided with a runway sign at the Hollister Municipal Airport, Hollister, California. American School of Aviation, Inc., was operating the airplane under the provisions of 14 CFR Part 91. The certified flight instructor (CFI) and the student pilot were not injured; the airplane sustained substantial damage. Visual meteorological conditions prevailed, and no flight plan had been filed. The flight departed from the Reid-Hillview Airport, San Jose, California, at 1700, for the local area training flight.

A Federal Aviation Administration (FAA) inspector reported that the airplane veered off of the runway during landing. The airplane then collided with a runway sign and the right flap was torn from its attachments, resulting in damage to the wing spar and ribs.

In a written statement, the operator reported that the CFI and student were practicing a simulated single-engine approach. The student pilot lost directional control of the airplane after touchdown. The CFI elected to do a go-around. During the go-around, the airplane veered off of the runway and the right flap assembly impacted a runway sign. No mechanical malfunctions or failures were reported.

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	28, Male
Airplane Rating(s):	Single-engine land; 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; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	March 24, 2003
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 31, 2003
Flight Time:	1300 hours (Total, all aircraft), 150 hours (Total, this make and model), 1000 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Commercial; Flight instructor	Age:	25,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 18, 2001
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 25, 2003
Flight Time:	800 hours (Total, all aircraft), 8 hours (Total, this make and model), 700 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N55073
Model/Series:	PA-34-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7350169
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	October 1, 2003 100 hour	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:	92 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	7200 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-C1E6
Registered Owner:	RSM Aviation	Rated Power:	200 Horsepower
Operator:	American School of Aviation, Inc.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SNS,84 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	230°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	16°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Reid-Hillview, CA (RHV)	Type of Flight Plan Filed:	None
Destination:	Hollister, CA (307)	Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	Hollister 307	Runway Surface Type:	Asphalt
Airport Elevation:	230 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	6350 ft / 100 ft	VFR Approach/Landing:	Go around;Traffic pattern

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:	36.893333,-121.410278

Administrative Information

Investigator In Charge (IIC):	Petterson, George
Additional Participating Persons:	James Friel; Federal Aviation Administration; San Jose, CA
Original Publish Date:	July 7, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=58833

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](#).