Aviation Investigation Final Report

Location:	Upland, California	**Accident Number:**	LAX06CA013
Date & Time:	October 19, 2005, 09:39 Local	**Registration:**	N4252P
Aircraft:	Piper PA-23-160	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After touchdown, the airplane veered off the right side of the runway and collided with a vehicle. During the collision sequence, the airplane spun 180 degrees and its right main landing gear collapsed. The pilot said that following the airplane's touchdown on the runway, he started to apply the brakes but they felt mushy and unresponsive. He applied more and more pressure to the brakes but the airplane did not stop. As he continued to apply pressure, the airplane departed the right side of the runway and collided with a vehicle. A Federal Aviation Administration (FAA) airworthiness inspector examined the braking system with an aviation maintenance technician. The left brake had new linings and the brake disk was worn. The right brake linings were at a minimum and the disk was within acceptable limits. Responding law enforcement officers noted that three distinctive skid marks matching the dimensional geometry of the aircraft's landing gear were on the runway and they veered for several hundred feet off the right side of the runway and led to the impact damaged vehicle and the airplane. The skid marks corresponding to the right and left main wheels were identical in width, heaviness, and color. The FAA inspector reported that there was no evidence that either brakes had locked up during the landing.

Probable Cause and Findings

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

Findings

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

Findings
1. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

Findings
4. OBJECT - VEHICLE

Factual Information

After touchdown, the airplane veered off the right side of the runway and collided with a vehicle. During the collision sequence, the airplane spun 180 degrees and its right main landing gear collapsed. The pilot said that following the airplane's touchdown on the runway, he started to apply the brakes but they felt mushy and unresponsive. He applied more and more pressure to the brakes but the airplane did not stop. As he continued to apply pressure, the airplane departed the right side of the runway and collided with a vehicle. A Federal Aviation Administration (FAA) airworthiness inspector examined the braking system with an aviation maintenance technician. The left brake had new linings and the brake disk was worn. The right brake linings were at a minimum and the disk was within acceptable limits. Responding law enforcement officers noted that three distinctive skid marks matching the dimensional geometry of the aircraft's landing gear were on the runway and they veered for several hundred feet off the right side of the runway and led to the impact damaged vehicle and the airplane. The skid marks corresponding to the right and left main wheels were identical in width, heaviness, and color. The FAA inspector reported that there was no evidence that either brakes had locked up during the landing.

Pilot Information

Certificate:	Commercial; Flight instructor	**Age:**	25,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	
Instructor Rating(s):		**Toxicology Performed:**	No
Medical Certification:	Class 1	**Last FAA Medical Exam:**	March 1, 2005
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	1500 hours (Total, all aircraft), 82 hours (Total, this make and model), 300 hours (Last 90 days, all aircraft), 72 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	**Registration:**	N4252P
Model/Series:	PA-23-160	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	23-1751
Landing Gear Type:	Retractable - Tricycle	**Seats:**	
Date/Type of Last Inspection:		**Certified Max Gross Wt.:**	
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Lycoming
ELT:		**Engine Model/Series:**	O-320
Registered Owner:	Charter Jet, Inc.	**Rated Power:**	
Operator:	Charter Jet, Inc.	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:		**Distance from Accident Site:**	
Observation Time:		**Direction from Accident Site:**	
Lowest Cloud Condition:		**Visibility**	3 miles
Lowest Ceiling:	Overcast / 4000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Laughlin, NV (IFP)	**Type of Flight Plan Filed:**	VFR
Destination:	Upland, CA (CCB)	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	

Airport Information

Airport:	Cable Airport CCB	**Runway Surface Type:**	Asphalt
Airport Elevation:		**Runway Surface Condition:**	Dry
Runway Used:	24	**IFR Approach:**	None
Runway Length/Width:	3865 ft / 75 ft	**VFR Approach/Landing:**	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:	1 Minor	**Aircraft Explosion:**	
Total Injuries:	1 Minor, 2 None	**Latitude, Longitude:**	36.111389,-117.6875

Administrative Information

Investigator In Charge (IIC):	McKenny, Van
Additional Participating Persons:	Ron Gonzales; Federal Aviation Administration; Riverside, CA
Original Publish Date:	February 28, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=62690