



# Aviation Investigation Final Report

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

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## 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

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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

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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

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	25, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1	<b>Last FAA Medical Exam:</b>	March 1, 2005
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

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

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

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

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](#).