



# Aviation Investigation Final Report

<b>Location:</b>	Gualala, California	<b>Accident Number:</b>	LAX06CA193
<b>Date &amp; Time:</b>	June 3, 2006, 12:15 Local	<b>Registration:</b>	N4174Z
<b>Aircraft:</b>	Piper PA-32R-301T	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The airplane overran the departure end of the 2,500-foot runway on landing and the landing gear collapsed. The runway had a hump in its middle that decreased the landing visibility. The pilot said that when he realized that he needed to perform a go-around, he did not have the runway available to safely execute the procedure. The pilot said that there were no mechanical failures or malfunctions during the flight.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's misjudged distance and speed, which resulted in a runway overrun. A contributing factor was the hump in the runway.

## Findings

Occurrence #1: OVERRUN  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UNEVEN
2. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - GRASS

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Occurrence #3: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

## Factual Information

On June 3, 2006, at 1215 Pacific daylight time, a Piper PA32R-301T, N4174Z, ran off the end of the runway and the landing gear collapsed at Ocean Ridge Airport, Gualala, California. The pilot was operating the airplane under the provisions of 14 CFR Part 91. The private pilot and two passengers were not injured. Visual meteorological conditions prevailed and no flight plan had been filed for the personal flight. The pilot departed from San Rafael Airport, San Rafael, California, at 1130, and was landing at his destination when the accident occurred.

The pilot stated that the while landing on the 2,500-foot runway, the airplane ran off the end. As it slid across the grass-covered terrain, the landing gear collapsed, which resulted in rib damage to the outboard left wing and right wheel well area. There were no mechanical failures or malfunctions during the flight. The pilot noted that the runway had a hump in its middle that decreased his visibility during landing. When he realized that he needed to perform a go-around, there was not enough runway available to safety do so.

The Airport/Facility Directory Southwest notes in the remarks section for Ocean Ridge Airport, in part, "Acft not visible from opposite ends of rwy."

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Single-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 3	<b>Last FAA Medical Exam:</b>	May 1, 2005
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	615 hours (Total, all aircraft), 165 hours (Total, this make and model), 51 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N4174Z
<b>Model/Series:</b>	PA-32R-301T	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3257179
<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>	Textron Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	TIO-540-AH1A
<b>Registered Owner:</b>	Caledonia LLC	<b>Rated Power:</b>	
<b>Operator:</b>	Ezra Howington	<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>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<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>	29.79 inches Hg	<b>Temperature/Dew Point:</b>	27°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	San Rafael, CA (CA35)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Gualala, CA (E55)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Ocean Ridge E55	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	13	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2500 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	38.801387,-123.530281

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Dunks, Kristi
<b>Additional Participating Persons:</b>	Denny Pollard; Federal Aviation Administration; Oakland, CA
<b>Original Publish Date:</b>	October 3, 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=63851">https://data.nts.gov/Docket?ProjectID=63851</a>

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