



Aviation Investigation Final Report

Location:	Faribault, Minnesota	Accident Number:	CHI06LA146
Date & Time:	June 2, 2006, 19:00 Local	Registration:	N63790
Aircraft:	Piper PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane veered off the runway during landing and impacted a ditch. The pilot stated that he attempted to correct to the left when the airplane veered hard to the right upon touchdown. Examination of the accident site revealed two sets of skid marks on the runway and two sets of tire marks through the adjacent grass area that preceded the airplane. Both tire skids/marks were similar. None of the tires had flat spotting and all of the tires were in good condition. The airplane came to rest about 57 feet from the left side of the runway, facing about 180 degrees opposite to runway 30. Operation of the brake system showed no anomalies. The steering system linkage was found to be operative to the nose gear trunnion. The nose landing gear and right main landing gear were collapsed. All components of the landing gear system were present and associated breakage was consistent with impact damage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Directional control not obtained/maintained by the pilot during landing. A contributing factor was the ditch.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING

Findings

1. (C) DIRECTIONAL CONTROL - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

2. (F) TERRAIN CONDITION - DITCH

3. LANDING GEAR, NOSE GEAR - OVERLOAD

4. LANDING GEAR, MAIN GEAR - OVERLOAD

Factual Information

On June 2, 2006, at 1900 central daylight time, a Piper PA-23-250, N63790, piloted by a private pilot, received substantial damage upon impact with terrain when the airplane veered off runway 30 at Faribault Municipal Airport (FBL), Faribault, Minnesota. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 personal flight was not operating on a flight plan. The pilot and passenger were not injured. The flight originated from Marshfield Municipal Airport, Marshfield, Wisconsin, at 1745 and was en route to FBL.

The pilot stated that after landing on runway 30 (4,254 feet by 72 feet, asphalt), the airplane veered "hard" to the right even after attempting to correct towards the left. The airplane then traversed the runway and impacted a ditch. The pilot stated that the propellers struck the ground when the airplane impacted the ditch.

Examination of the accident site by the Federal Aviation Administration revealed two sets of skid marks on the runway and two sets of tire marks through the adjacent grass area that preceded the airplane. Both tire skids/marks were similar. None of the tires had flat spotting and all of the tires were in good condition. The airplane came to rest about 57 feet from the left side of the runway, facing about 180 degrees opposite to runway 30. The nose landing gear and main landing gear were collapsed. Operation of the brake system showed no anomalies. The steering system linkage was found to be operative to the nose gear trunnion. All components of the landing gear system were present and associated breakage was consistent with impact damage.

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	November 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 1, 2006
Flight Time:	274 hours (Total, all aircraft), 29 hours (Total, this make and model), 144 hours (Pilot In Command, all aircraft), 116 hours (Last 90 days, all aircraft), 47 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N63790
Model/Series:	PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	27-7754117
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 1, 2006 Annual	Certified Max Gross Wt.:	4800 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	4898.7 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-540
Registered Owner:	Edwards LLC	Rated Power:	250 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FBL,1060 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	18:55 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	27°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MARSHFIELD, WI (MFI)	Type of Flight Plan Filed:	None
Destination:	Faribault, MN (FBL)	Type of Clearance:	None
Departure Time:	17:45 Local	Type of Airspace:	

Airport Information

Airport:	Faribault Municipal Airport FBL	Runway Surface Type:	Asphalt
Airport Elevation:	1060 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	4254 ft / 72 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	44.324722,-93.310836

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Rob Rutan; Federal Aviation Administration; Minneapolis, MN
Original Publish Date:	August 30, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=63883

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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](#).