



# Aviation Investigation Final Report

<b>Location:</b>	Mammoth Lakes, California	<b>Accident Number:</b>	LAX07CA178
<b>Date &amp; Time:</b>	May 28, 2007, 16:30 Local	<b>Registration:</b>	N6744P
<b>Aircraft:</b>	Piper PA-24-250	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

During takeoff from the uncontrolled airport, the pilot saw another airplane on climb out that had taken off on the opposite runway. The accident pilot aborted his takeoff, and landed hard on the runway, collapsing the right main landing gear.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to ensure that the runway was clear of other aircraft before takeoff.

## Findings

Occurrence #1: HARD LANDING  
Phase of Operation: TAKEOFF - ABORTED

### Findings

1. (C) VFR PROCEDURES - INADEQUATE - PILOT IN COMMAND
  2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. OBJECT - AIRCRAFT MOVING ON GROUND
  4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2: GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. LANDING GEAR,MAIN GEAR - OVERLOAD

## Factual Information

On May 28, 2007, about 1630 Pacific daylight time, a Piper PA-24-250, N6744P, had a hard landing during an aborted takeoff at Mammoth Yosemite Airport (MMH), Mammoth Lakes, California. The owner/pilot was operating the airplane under the provisions of 14 CFR Part 91. The commercial pilot and one passenger were not injured; the airplane sustained substantial damage. The cross-country personal flight was departing MMH with a planned destination of San Diego, California. Visual meteorological conditions prevailed, and no flight plan had been filed. The approximate global positioning system (GPS) coordinates of the primary wreckage were 37 degrees 37.27 minutes north latitude and 118 degrees 50.15 minutes west longitude.

The pilot stated in a written report that during his run-up he heard a loud squeal on the Unicom, but he then no further transmissions. He decided to depart MMH using runway 09. After he had made his radio transmission on the Unicom frequency stating his intentions to use runway 09, he heard no other radio transmissions. After takeoff, he kept the airplane in ground effect to gain airspeed. When he looked forward, he saw another airplane about 20 feet above the ground that he realized had just taken off using runway 27. The accident pilot aborted his takeoff, and on touchdown, he landed hard and the right main landing gear collapsed. The other airplane continued the takeoff without incident.

The pilot stated that the airplane and engine had no mechanical failures or malfunctions during the flight.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	79, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	January 1, 2007
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	October 1, 2006
<b>Flight Time:</b>	3600 hours (Total, all aircraft), 3300 hours (Total, this make and model), 3300 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N6744P
<b>Model/Series:</b>	PA-24-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-1872
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	3000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3600 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	
<b>Operator:</b>	On file	<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>	BIH	<b>Distance from Accident Site:</b>	28 Nautical Miles
<b>Observation Time:</b>	16:56 Local	<b>Direction from Accident Site:</b>	150°
<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>	4 knots /	<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>	32°C / -4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Mammoth Lakes, CA (MMH )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	SAN DIEGO/EL CA, CA (SEE )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	MAMMOTH LAKES MMH	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	7128 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	09	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7000 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## 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>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	37.621112,-118.83583

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Jones, Patrick
<b>Additional Participating Persons:</b>	Lee Oscar; Federal Aviation Administration; Reno, CA
<b>Original Publish Date:</b>	July 25, 2007
<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=65906">https://data.nts.gov/Docket?ProjectID=65906</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](#).