Aviation Investigation Final Report

Location:	Red Bluff, California	**Accident Number:**	WPR15LA136
Date & Time:	March 19, 2015, 16:30 Local	**Registration:**	N8403Y
Aircraft:	Piper PA30 - NO SERIES	**Aircraft Damage:**	Substantial
Defining Event:	Loss of control on ground	**Injuries:**	1 Serious, 3 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, after the airplane touched down and he applied the brakes, the airplane swerved 90 degrees right. He then released the brakes and applied aileron and rudder inputs to correct to the left. Despite the pilot's attempts to regain directional control, the airplane continued to turn right, slid sideways off the runway, went over a berm, and then continued about 40 ft down a 45-degree embankment, which resulted in the collapse of the landing gear and substantial damage to the fuselage. A postaccident examination of the airplane's wheel and brake system did not reveal any anomalies that would have precluded normal operation. Wind was reported to be calm at the time of the accident. The pilot reported that he did not hold a multiengine rating and that he had a total of 3 hours in the accident airplane make and model.

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 the landing roll, which resulted in a runway excursion and collision with terrain.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Personnel issues	Qualification/certification - Pilot
Personnel issues	Total experience w/ equipment - Pilot
Environmental issues	Rough terrain - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

On March 19, 2015, about 1630 Pacific daylight time, a Piper PA-30 multiengine airplane, N8403Y, was substantially damaged following a loss of control on landing roll, which resulted in a runway excursion and impact with terrain at the Red Bluff Municipal Airport (RBL), Red Bluff, California. The private pilot and two passengers received minor injures, and one passenger was seriously injured. Visual meteorological conditions prevailed for the personal cross-country flight, which was operated in accordance with 14 Code of Federal Regulations Part 91, and a flight plan was not filed. The flight originated from the Shelter Cover Airport (0Q5), Shelter Cove, California, at 1530, with RBL as its destination.

In a report submitted to the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), the pilot, who was not multiengine land rated and listed 3 hours in make and model, reported that after landing on Runaway 15 and applying the brakes, the airplane pulled hard 90 degrees to the right. The pilot stated that he then released the brakes, but the airplane continued to turn to the right, and slid sideways down the runway; rudder and aileron inputs had no effect in correcting the control loss. The pilot opined that the airplane continued sliding until it went off the right side of the runway, into the dirt, and then over the side of a berm and down a 45-degree embankment. The excursion resulted in the collapse of the landing gear and substantial damage to the fuselage. The airplane continued downhill for about 40 feet where it came to rest in an upright position.

At the request of the NTSB IIC, and under the supervision of a Federal Aviation Administration (FAA) aviation safety inspector, a postaccident inspection of the airplane's wheel and brake system was performed on April 20, 2015, by a licensed FAA airframe and powerplant mechanic. The mechanic reported that upon inspection of both [left and right] wheel and brake assemblies, no fluid leakage was present on either brake caliper, and that both brake discs were in good [condition]. The mechanic also noted that both main wheel tires had flat spots. The mechanic stated that when he actuated both brake pedals, they were firm and had equal travel. Additionally, a second FAA mechanic stationed outside of the airplane attempted to spin both wheels with the brakes applied, however, neither wheel would not spin. Subsequent to the brakes being released, both wheels were observed to rotate normally. The mechanic concluded that based on his examination of the airplane's wheel and brake system, he found no abnormality with either system.

Reported wind at RBL about 35 minutes prior to the accident was 330 degrees at 4 knots, and about 25 minutes after the accident, was report to be 170 degrees at 5 knots. The pilot reported that prior to landing he obtained the Automatic Terminal Information Service report (ATIS), which indicated the wind was calm.

Pilot Information

Certificate:	Private	**Age:**	68,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	3-point
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 With waivers/limitations	**Last FAA Medical Exam:**	February 11, 2015
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	September 23, 1984
Flight Time:	235 hours (Total, all aircraft), 3 hours (Total, this make and model), 160 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	**Registration:**	N8403Y
Model/Series:	PA30 - NO SERIES NO SERIES	**Aircraft Category:**	Airplane
Year of Manufacture:	1967	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	301552
Landing Gear Type:	Retractable - Tricycle	**Seats:**	6
Date/Type of Last Inspection:	March 6, 2014 Annual	**Certified Max Gross Wt.:**	3600 lbs
Time Since Last Inspection:	8 Hrs	**Engines:**	2 Reciprocating
Airframe Total Time:	3000 Hrs as of last inspection	**Engine Manufacturer:**	Lycoming
ELT:	Installed, not activated	**Engine Model/Series:**	IO-320
Registered Owner:	Robert A Blair	**Rated Power:**	160 Horsepower
Operator:	Robert A Blair	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	RBL,352 ft msl	**Distance from Accident Site:**	
Observation Time:	16:54 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	5 knots /	**Turbulence Type Forecast/Actual:**	/ None
Wind Direction:	170°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.95 inches Hg	**Temperature/Dew Point:**	28°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Shelter Cove, CA (025)	**Type of Flight Plan Filed:**	None
Destination:	Red Bluff, CA (RBL)	**Type of Clearance:**	None
Departure Time:	15:30 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	Red Bluff Municipal RBL	**Runway Surface Type:**	Asphalt
Airport Elevation:	352 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	15	**IFR Approach:**	None
Runway Length/Width:	5431 ft / 100 ft	**VFR Approach/Landing:**	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 Serious, 2 Minor	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Serious, 3 Minor	**Latitude, Longitude:**	40.150554,-122.25222

Administrative Information

Investigator In Charge (IIC):	Little, Thomas
Additional Participating Persons:	Timothy Janko; Federal Aviation Administration; Sacramento, CA
Original Publish Date:	January 21, 2016
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=90950