



Aviation Investigation Final Report

Location:	Rock Hill, South Carolina	Accident Number:	GAA19CA083
Date & Time:	November 28, 2018, 10:25 Local	Registration:	N909CA
Aircraft:	Smith Aerostar601	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was flying the airplane while wearing an "air cast boot." During landing, the airplane decelerated, and he asked the passenger to move his feet up to the brake pedals and apply the brakes. He added that the passenger applied "insufficient differential brake application," and the airplane veered left. The passenger applied right brake and rudder to correct, but the airplane then veered right, exited the runway, and impacted a ditch.

The pilot reported that he was wearing the boot due to a previous injury. He added that he had the ability to fully manipulate both rudder controls, but the boot prevented him from being able to fully apply brake pressure.

The airplane sustained substantial damage to the right wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's improper decision to fly with an air cast boot on his foot, which led him to rely on the passenger to apply brakes and rudder, which was performed improperly and led to a loss of directional control.

Findings

Personnel issues	Decision making/judgment - Pilot
Personnel issues	Illness/injury - Pilot
Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Passenger

Factual Information

History of Flight

Landing	Miscellaneous/other
Landing	Loss of control on ground (Defining event)
Landing	Attempted remediation/recovery
Landing	Runway excursion
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	55, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	June 14, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 8, 2017
Flight Time:	(Estimated) 3000 hours (Total, all aircraft), 200 hours (Total, this make and model), 2900 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Smith	Registration:	N909CA
Model/Series:	Aerostar601 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	61-0281-107
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	June 22, 2018 Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	2704 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	TIO-540-S1A5
Registered Owner:	P&M Truck Sale Inc	Rated Power:	300 Horsepower
Operator:	P&M Truck Sale Inc	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KUZA,669 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:54 Local	Direction from Accident Site:	1°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	3°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Douglas, GA (DQH)	Type of Flight Plan Filed:	IFR
Destination:	Rock Hill, SC (UZA)	Type of Clearance:	IFR
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ROCK HILL/YORK CO/BRYANT FIELD UZA	Runway Surface Type:	Asphalt
Airport Elevation:	666 ft msl	Runway Surface Condition:	Dry
Runway Used:	02	IFR Approach:	None
Runway Length/Width:	5500 ft / 100 ft	VFR Approach/Landing:	Full stop

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:	34.984722,-81.058052(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Marshall Bogan; FAA; West Columbia, SC
Original Publish Date:	September 26, 2019
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98712

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