



National Transportation Safety Board Aviation Accident Data Summary

Location:	CORONA, CA	Accident Number:	LAX92FA196
Date & Time:	05/02/1992, 1446 PDT	Registration:	N666CM
Aircraft:	BEECH A23-24	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

A STUDENT PILOT WAS IN THE LEFT SEAT OF HIS NEWLY PURCHASED AIRCRAFT AND A PRIVATE PILOT OCCUPIED THE RIGHT SEAT. THE INVESTIGATION WAS UNABLE TO DETERMINE WHO WAS FLYING THE AIRCRAFT AT THE TIME OF THE ACCIDENT. THE PILOTS INITIATED A GO AROUND AFTER A HARD LANDING WHICH SHEARED OFF THE LEFT MAIN LANDING GEAR, BROKE THE NOSE GEAR STRUT, AND DAMAGED THE HORIZONTAL STABILIZER. WITNESSES STATED THAT THE CLIMB RATE AND THE AIRSPEED APPEARED TO BE VERY LOW, AND THAT THE LEFT HORIZONTAL STABILIZER APPEARED TO BE BENT DOWN. ACCORDING TO WITNESSES, DURING THE CROSS WIND AND DOWN WIND LEGS, THE AIRPLANE WAS MAKING ABRUPT PITCH CHANGES AND NEVER ATTAINED ALTITUDES OF MORE THAN 300 TO 500 FEET AGL. WHILE ON A CLOSE IN DOWN WIND LEG, THE AIRPLANE STRUCK AN INDUSTRIAL BUILDING WHICH IS APPROXIMATELY 100 FEET HIGHER THAN THE RUNWAY SURFACE. THE STUDENT PILOT HAD JUST TRADED ANOTHER AIRPLANE FOR THE ACCIDENT AIRPLANE WHICH HAD JUST HAD AN ANNUAL INSPECTION AND WAS SIGNED OFF AS UNAIRWORTHY.

Probable Cause

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

- 1) THE FLYING PILOT'S IMPROPER LANDING FLARE WHICH RESULTED IN A HARD LANDING AND SIGNIFICANT DAMAGE TO THE AIRCRAFT EMPENNAGE FLIGHT CONTROLS,
- 2) THE FLYING PILOT'S DECISION TO INITIATE A GO AROUND WITH THE OBVIOUS SERIOUS DAMAGE TO THE AIRCRAFT, AND
- 3) THE FLYING PILOT'S INABILITY TO CONTROL THE AIRCRAFT IN PITCH DUE TO THE DAMAGE SUSTAINED IN THE HARD LANDING. A FACTOR IN THE ACCIDENT WAS THE PILOTS LACK OF EXPERIENCE IN THE ACCIDENT AIRPLANE.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - MISJUDGED - PILOT IN COMMAND
2. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
4. HORIZONTAL STABILIZER ATTACHMENT - SHEARED
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. (C) GO-AROUND - ATTEMPTED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - ABORTED

Findings

- 7. (C) FLT CONTROL SYST,STABILATOR CONTROL - LACK OF
 - 8. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

- 9. OBJECT - BUILDING(NONRESIDENTIAL)
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Student	Age:	36
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	65 hours (Total, all aircraft), 27 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N666CM
Model/Series:	A23-24 A23-24	Engines:	1 Reciprocating
Operator:	NIX,WILLIAM J.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-A2B
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CNO, 650 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	12 knots / , 240°
Temperature:	27° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	RIVERSIDE, CA (RIR)	Destination:	CORONA, CA (L66)

Airport Information

Airport:	CORONA MUNICIPAL (L66)	Runway Surface Type:	Asphalt
Runway Used:	25	Runway Surface Condition:	Dry
Runway Length/Width:	3200 ft / 60 ft		

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC): GEORGE E PETERSON Adopted Date: 05/26/1993

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.ntsbt.gov/pubdms/>.

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