



National Transportation Safety Board Aviation Accident Final Report

Location:	SANTA BARBARA, CA	Accident Number:	LAX00LA084
Date & Time:	02/01/2000, 1609 PST	Registration:	N32258
Aircraft:	Piper PA-28-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The flight instructor stated that they were planning to practice touch-and-go landings. The student pilot had already performed one touch-and-go, which the flight instructor described as 'normal.' According to the flight instructor, during the accident sequence, the airplane had already touched down when it suddenly veered off to the left side of the runway. He said he took control of the airplane, but before he could regain directional control, it struck a series of three taxiway signs, resulting in substantial damage to the left wing and collapsing the left landing gear.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The dual student's loss of directional control and the flight instructor's inadequate supervision of the flight.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - AIRPORT SIGN/MARKER

Factual Information

On February 1, 2000, at 1609 hours Pacific standard time, a Piper PA-28-180, N32258, veered off the runway during landing at Santa Barbara, California, airport and subsequently struck three sets of taxiway signs. The airplane, operated by Spitfire Aviation of Santa Barbara, sustained substantial damage. The flight instructor and student pilot were not injured. The instructional flight was operating under the provisions of 14 CFR Part 91 when the accident occurred. The local area flight had departed from Santa Barbara at 1545. Visual meteorological conditions prevailed at the time of the accident and no flight plan was filed.

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Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/15/1999
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1160 hours (Total, all aircraft), 65 hours (Total, this make and model), 1060 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 90 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N32258
Model/Series:	PA-28-180 PA-28-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-7505043
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	11/09/1994, 100 Hour	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	80 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5116 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4A
Registered Owner:	JOHN MAIENZA/GREG WILSON	Rated Power:	180 hp
Operator:	SPITFIRE AVIATION	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KSB, 10 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1550 PST	Direction from Accident Site:	300°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22° C / 8° C
Precipitation and Obscuration:			
Departure Point:	(SBA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	0000	Type of Airspace:	Class C

Airport Information

Airport:	SANTA BARBARA (KSBA)	Runway Surface Type:	Asphalt
Airport Elevation:	10 ft	Runway Surface Condition:	Dry
Runway Used:	15L	IFR Approach:	None
Runway Length/Width:	4179 ft / 75 ft	VFR Approach/Landing:	Touch and Go

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	DEBORAH L CHILDRESS	Report Date:	07/02/2001
Additional Participating Persons:	ROB GATES; VAN NUYS, CA		
Publish Date:			
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.nts.gov/pubdms/ .		

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