



National Transportation Safety Board Aviation Accident Final Report

Location:	CALEXICO, CA	Accident Number:	LAX86LA052
Date & Time:	12/01/1985, 0830 PST	Registration:	N7728K
Aircraft:	PIPER PA-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE ACFT GROUND LOOPED DURING A LANDING ON RWY 08 AT CALEXICO ARPT. THE PLT REPORTED THAT UPON TOUCHDOWN THE ACFT BEGAN TO SWERVE TO THE RIGHT. THE PLT APPLIED LEFT RUDDER TO ARREST THE RIGHT SWERVE. THE ACFT THEN BEGAN A SWERVE TO THE LEFT AND THE PLT WAS UNABLE TO ARREST THE TURN. THE ACFT GROUND LOOPED AND THE RIGHT MAIN LANDING GEAR COLLAPSED.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 3. (C) RUDDER - IMPROPER USE OF - PILOT IN COMMAND
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Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

4. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	53, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/20/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1333 hours (Total, all aircraft), 157 hours (Total, this make and model), 1315 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7728K
Model/Series:	PA-20 PA-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20-550
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	01/01/1985, Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2200 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:		Rated Power:	150 hp
Operator:	JAMES GILLASPIE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 2500 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18° C
Precipitation and Obscuration:			
Departure Point:	YUMA, AZ (YUM)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0800 PST	Type of Airspace:	Class G

Airport Information

Airport:	CALEXICO INT'L (CXL)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	A D LLORENTE	Report Date:	
Additional Participating Persons:	WILLIAM RAE; SAN DIEGO, 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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).