



National Transportation Safety Board Aviation Accident Data Summary

Location:	Corona, CA	Accident Number:	LAX03LA018
Date & Time:	11/01/2002, 1730 PST	Registration:	N5129P
Aircraft:	Piper PA-24-180	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Following an unstabilized approach, the private pilot landed the airplane hard in a nose low attitude and bounced. Thereafter, the pilot was unsuccessful in his recovery efforts and lost control of the airplane as it bounced again. The airplane swerved off the runway overloading the landing gear until it collapsed. The pilot was a ground school instructor, did not hold a certified flight instructor certificate, and was flying from the right seat. The airplane's owner, who also held a private pilot certificate, occupied the left seat. The owner indicated that his ground school instructor's handling of the airplane's controls from the right seat was problematic, and he almost lost control of the airplane during takeoff. During a subsequent approach for landing, the instructor flew the airplane a little low and fast. Upon touchdown the airplane veered to the right with the right edge of the runway well under the right wing. The instructor applied left rudder while pulling the nose up. The stall warning buzzer activated, and the instructor lowered the nose abruptly, striking the runway with the nose wheel. The airplane bounced and veered off the runway. A professional pilot, who witnessed the accident airplane's final approach, reported that the approach looked unusual and was not stabilized. The airplane appeared to dive toward the runway and was descending fast. The wings rocked and the airplane yawed. The airplane contacted the runway with its nose and right main wheels first. It then bounced about 20 feet into the air and yawed right. Then it yawed left and contacted the runway with its left main wheel and nose wheel. It bounced again and continued turning left. The airplane contacted the ground for the third and last time while in a left wing low attitude.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudged landing flare. Also causal were the pilot's improper bounced landing recovery procedures and inadvertent swerve, resulting in the landing gear collapsing from overload.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
1. (C) FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 3. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3: COMPLETE GEAR COLLAPSED
 Phase of Operation: LANDING - ROLL

Findings

- 4. LANDING GEAR - OVERLOAD

Pilot Information

Certificate:	Private	Age:	45
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	259 hours (Total, all aircraft), 1 hours (Total, this make and model), 18 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5129P
Model/Series:	PA-24-180	Engines:	1 Reciprocating
Operator:	Robert R. Samora	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A1A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	CNO, 652 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	7 knots / , 260°
Temperature:	15° C	Visibility	5 Miles
Precipitation and Obscuration:			
Departure Point:	Corona, CA (AJO)	Destination:	Corona, CA (AJO)

Airport Information

Airport:	Corona Municipal (AJO)	Runway Surface Type:	Asphalt
Runway Used:	25	Runway Surface Condition:	Dry
Runway Length/Width:	3200 ft / 60 ft		

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
Latitude, Longitude:	33.897778, -117.604167		

Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK	Adopted Date:	10/28/2004
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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