



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Faribault, MN	<b>Accident Number:</b>	CHI06LA146
<b>Date &amp; Time:</b>	06/02/2006, 1900 CDT	<b>Registration:</b>	N63790
<b>Aircraft:</b>	Piper PA-23-250	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The airplane veered off the runway during landing and impacted a ditch. The pilot stated that he attempted to correct to the left when the airplane veered hard to the right upon touchdown. Examination of the accident site revealed two sets of skid marks on the runway and two sets of tire marks through the adjacent grass area that preceded the airplane. Both tire skids/marks were similar. None of the tires had flat spotting and all of the tires were in good condition. The airplane came to rest about 57 feet from the left side of the runway, facing about 180 degrees opposite to runway 30. Operation of the brake system showed no anomalies. The steering system linkage was found to be operative to the nose gear trunnion. The nose landing gear and right main landing gear were collapsed. All components of the landing gear system were present and associated breakage was consistent with impact damage.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Directional control not obtained/maintained by the pilot during landing. A contributing factor was the ditch.

## Findings

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

### Findings

1. (C) DIRECTIONAL CONTROL - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND  
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

2. (F) TERRAIN CONDITION - DITCH  
3. LANDING GEAR, NOSE GEAR - OVERLOAD  
4. LANDING GEAR, MAIN GEAR - OVERLOAD

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	39
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	274 hours (Total, all aircraft), 29 hours (Total, this make and model), 144 hours (Pilot In Command, all aircraft), 116 hours (Last 90 days, all aircraft), 47 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N63790
<b>Model/Series:</b>	PA-23-250	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	Edwards LLC	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-540
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FBL, 1060 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 360°
<b>Temperature:</b>	27° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MARSHFIELD, WI (MFI)	<b>Destination:</b>	Faribault, MN (FBL)

## Airport Information

<b>Airport:</b>	Faribault Municipal Airport (FBL)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	30	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4254 ft / 72 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	44.324722, -93.310833		

## Administrative Information

Investigator In Charge (IIC): Mitchell F Gallo

Adopted Date: 08/30/2007

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](mailto: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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