



National Transportation Safety Board Aviation Accident Final Report

Location:	La Vern, CA	Accident Number:	ANC06LA023
Date & Time:	03/04/2006, 1403 PST	Registration:	N9220P
Aircraft:	Piper PA-24	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The private pilot reported that after an uneventful landing on Runway 26L, he attempted to exit the runway by making a right turn onto Taxiway Echo. During the turn, the airplane's left wing struck the surface of the runway and an elevated taxiway light stanchion. As a result, the airplane's left wing sustained substantial damage. When asked by the NTSB IIC if there were any preaccident mechanical anomalies that may have contributed to the accident, the pilot said, in part: "No, I guess I was just going a bit fast for the turn."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive taxi speed while turning, which resulted in an on ground collision with a taxiway light and the ground.

Findings

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

Findings

1. (C) TAXISPEED - EXCESSIVE - PILOT IN COMMAND

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

Findings

2. OBJECT - TAXIWAY LIGHT
3. TERRAIN CONDITION - GROUND

Factual Information

On March 4, 2006, about 1403 pacific standard time, a wheel equipped Piper PA-24 airplane, N9220P, sustained substantial damage while landing at the Brackett Field Airport, La Verne, California. The airplane was being operated as a visual flight rules (VFR) personal cross country flight under Title 14, CFR Part 91, when the accident occurred. The private pilot and the sole passenger were not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated at the El Monte Airport, El Monte, California, about 1345.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on March 4, the pilot reported that after an uneventful landing on Runway 26L, he attempted to exit the runway by making a right turn onto Taxiway Echo. During the turn, the airplane's left wing struck the surface of the runway and an elevated taxiway light stanchion. As a result, the airplane's left wing sustained substantial damage. When asked by the NTSB IIC if there were any preaccident mechanical anomalies that may have contributed to the accident, the pilot said, in part: "No, I guess I was just going a bit fast for the turn."

The pilot did not complete the NTSB Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1)

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	07/01/2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	100 hours (Total, all aircraft), 100 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Piper	Registration:	N9220P
Model/Series:	PA-24	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	24-4716
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-540
Registered Owner:	David Revner Avation LLC	Rated Power:	310 hp
Operator:	Howard Belzberg	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KPOC, 1011 ft msl	Observation Time:	1408 PST
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	
Lowest Ceiling:	Broken / 1800 ft agl	Visibility	25 Miles
Wind Speed/Gusts, Direction:	8 knots, 220°	Visibility (RVR):	
Altimeter Setting:	30.08 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	EL MONTE, CA (EMT)	Type of Flight Plan Filed:	None
Destination:	La Vern, CA (POC)	Type of Clearance:	None
Departure Time:	1345 PST	Type of Airspace:	

Airport Information

Airport:	BRACKETT FIELD (POC)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	26L	IFR Approach:	None
Runway Length/Width:	4839 ft / 75 ft	VFR Approach/Landing:	None

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
Total Injuries:	2 None		

Administrative Information

Investigator In Charge (IIC): Clinton O Johnson **Adopted Date:** 10/31/2006

Additional Participating Persons: George T Braun; Federal Aviation Administration; Los Angeles, 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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