



National Transportation Safety Board Aviation Accident Final Report

Location:	San Simeon, CA	Accident Number:	WPR10LA002
Date & Time:	10/02/2009, 1716 PDT	Registration:	N31KT
Aircraft:	CESSNA 421B	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	6 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The pilot taxied into the parking area, which appeared to be level from his perspective in the cockpit. Although the checklist called for setting the parking brake, the pilot elected to not use it since there were several chocks available on the ramp and no movement of the airplane was observed. He walked back to open the passenger door when the airplane began rolling backwards and impacted the windshield of a parked car. Although the parking area appeared level, the pilot indicated that later analysis showed there was a gradual slope.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to follow the manufacturer's checklist and set the parking brake.

Findings

Aircraft	Parking/storage - Not specified (Cause)
Personnel issues	Use of checklist - Pilot (Cause)

Factual Information

On October 2, 2009, at 1716 Pacific daylight time, N31KT, a Cessna 421B, rolled backwards into a parked car at the Hearst Castle Airstrip, San Simeon, California. The empennage sustained substantial damage. Western Air Charter was operating the airplane under the provisions of 14 Code of Federal Regulations Part 135. The airline transport pilot and five passengers were not injured. Visual meteorological conditions prevailed and the pilot had requested and received flight following. The pilot departed from Santa Monica Municipal Airport, Santa Monica, California, at 1600 and was at his destination when the accident occurred.

The pilot reported that he had shutdown the engines and secured the airplane. The pilot indicated that although the checklist called for setting the parking brake, he elected to not use it since there were several chocks available on the ramp and no movement of the airplane was observed. He walked back to open the passenger door when the airplane began rolling backwards and impacted the windshield of a parked car. Although the parking area appeared level, the pilot indicated that later analysis showed there was a gradual slope.

History of Flight

Standing-engine(s) shutdown Ground collision (Defining event)

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	56, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last Medical Exam:	07/23/2009
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	03/31/2009
Flight Time:	5612 hours (Total, all aircraft), 1700 hours (Total, this make and model), 5518 hours (Pilot In Command, all aircraft), 59 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N31KT
Model/Series:	421B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	421B0011
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	12/24/2008, 100 Hour	Certified Max Gross Wt.:	7250 lbs
Time Since Last Inspection:	73 Hours	Engines:	2 Reciprocating
Airframe Total Time:	4850 Hours	Engine Manufacturer:	Teledyne Continental Motors
ELT:	C91 installed, not activated	Engine Model/Series:	GTSIO-520-H
Registered Owner:	Kenneth Smith	Rated Power:	375 hp
Operator:	Western Air Charter	Air Carrier Operating Certificate:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Observation Facility, Elevation:	PRB, 840 ft msl	Observation Time:	1653 PDT
Distance from Accident Site:	30 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	270°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	29° C / 1° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	12 knots, 200°	Visibility (RVR):	
Altimeter Setting:	29.81 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Santa Monica, CA (SMO)	Type of Flight Plan Filed:	None
Destination:	San Simeon, CA (PVT)	Type of Clearance:	VFR Flight Following
Departure Time:	1600 PDT	Type of Airspace:	

Airport Information

Airport:	Hearst Castle Airstrip (PVT)	Runway Surface Type:	
Airport Elevation:	195 ft	Runway Surface Condition:	
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None		

Administrative Information

Investigator In Charge (IIC):	Kristi Dunks	Adopted Date:	03/03/2010
Additional Participating Persons:	Earl Lebsack; Federal Aviation Administration; San Jose, CA		
Publish Date:	03/03/2010		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=74841		

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