



Aviation Investigation Final Report

Location:	Chino, California	Accident Number:	GAA19CA095
Date & Time:	December 12, 2018, 11:15 Local	Registration:	N5800U
Aircraft:	Piper PA28	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor reported that, during landing, he was on the flight controls while the student pilot flew the airplane. During the touchdown, the airplane was right of the centerline, and the student either added left brake or left rudder, and the airplane entered a skid. The instructor then added full right rudder, but the airplane exited the runway to the left and struck a runway sign. Subsequently, the airplane came to rest inverted.

The airplane sustained substantial damage to the fuselage and empennage.

The instructor reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The flight instructor's failure to maintain directional control during landing.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Instructor/check pilot
Environmental issues	Sign/marker - Contributed to outcome

Factual Information

History of Flight

Landing	Miscellaneous/other
Landing	Loss of control on ground (Defining event)
Landing	Runway excursion
Landing	Collision with terr/obj (non-CFIT)
Landing	Nose over/nose down

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	24,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	November 20, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 5, 2018
Flight Time:	(Estimated) 320.6 hours (Total, all aircraft), 16.2 hours (Total, this make and model), 240.3 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 32.7 hours (Last 30 days, all aircraft)		

Student pilot Information

Certificate:	None	Age:	37,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 6 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5800U
Model/Series:	PA28 140	Aircraft Category:	Airplane
Year of Manufacture:	1968	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-23502
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	September 20, 2018 100 hour	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	11810 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-320-E2A
Registered Owner:		Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCNO, 650 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	233°
Lowest Cloud Condition:		Visibility	5 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	18°C / 10°C
Precipitation and Obscuration:	Moderate - None - Haze		
Departure Point:	Chino, CA (CNO)	Type of Flight Plan Filed:	None
Destination:	Chino, CA (CNO)	Type of Clearance:	VFR
Departure Time:	10:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	CHINO CNO	Runway Surface Type:	Asphalt
Airport Elevation:	650 ft msl	Runway Surface Condition:	Dry
Runway Used:	26R	IFR Approach:	None
Runway Length/Width:	4858 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.975276,-117.635559(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Keith Frable; FAA; Riverside, CA
Original Publish Date:	September 26, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98767

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](#).