



Aviation Investigation Final Report

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| Location: | El Monte, California | Accident Number: | WPR19LA247 |
| Date & Time: | August 31, 2019, 11:05 Local | Registration: | N551WH |
| Aircraft: | Cessna 510 | Aircraft Damage: | Substantial |
| Defining Event: | Runway excursion | Injuries: | 2 Minor |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot reported that, while holding short of the runway, he set the parking brake while waiting for his takeoff clearance. Upon receiving takeoff clearance, he reached down to the parking brake handle and, "quickly pushed the parking brakes back in"; however, he did not visually verify that he disengaged the parking brake. During the takeoff roll, he noticed that the airplane was not accelerating beyond about 70 knots and decided to abort the takeoff. The airplane subsequently veered to the left, exited the departure end of the runway, and impacted an airport perimeter fence.

The pilot reported that he must have not fully disengaged the parking brake before takeoff and that there were no mechanical issues with the airplane that would have precluded normal operation. Postaccident examination of the airplane revealed that the parking brake handle was partially extended, which likely resulted in the airplane's decreased acceleration during the takeoff roll.

Probable Cause and Findings

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

The pilot's failure to disengage the parking brake before takeoff, which resulted in decreased acceleration and a subsequent runway overrun following an aborted takeoff.

Findings

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| Personnel issues | Use of equip/system - Pilot |
| Personnel issues | Incomplete action - Pilot |
| Aircraft | Brake - Unintentional use/operation |

Factual Information

On August 31, 2019, about 1105 Pacific daylight time, a Cessna 510 airplane, N551WH, was substantially damaged when it was involved in an accident near El Monte, California. The airline transport pilot and passenger sustained minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that, while holding short of the runway while waiting for his takeoff clearance, he set the parking brake. Upon obtaining his takeoff clearance, he reached down to the parking brake handle and, "quickly pushed the parking brakes back in." During the takeoff roll, he noticed that the airplane was not accelerating beyond about 70 knots and decided to abort the takeoff. The airplane subsequently veered to the left, exited the runway, impacted a fence, and came to rest upright about 800 ft beyond the departure end of the runway. The pilot stated that he must not have pushed the parking brake handle all the way in, and that he never visually verified its position before takeoff. The pilot further reported that there were no mechanical issues with the airplane that would have precluded normal operation.

Examination of the airplane by a Federal Aviation Administration inspector revealed that the airplane came to rest upright at the airport perimeter fence. The fuselage and both wings were structurally damaged. The inspector observed the parking brake handle partially extended, and when he pulled the handle, it moved about 1/2-inch.

History of Flight

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| Takeoff-rejected takeoff | Runway excursion (Defining event) |
| Takeoff-rejected takeoff | Collision with terr/obj (non-CFIT) |

Pilot Information

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| Certificate: | Airline transport; Commercial | Age: | 62, Male |
| Airplane Rating(s): | Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | 5-point |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 With waivers/limitations | Last FAA Medical Exam: | |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 2217 hours (Total, all aircraft), 477 hours (Total, this make and model), 1945 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|------------------------|
| Aircraft Make: | Cessna | Registration: | N551WH |
| Model/Series: | 510 | Aircraft Category: | Airplane |
| Year of Manufacture: | 2008 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 510-0055 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 8645 lbs |
| Time Since Last Inspection: | | Engines: | Turbo fan |
| Airframe Total Time: | | Engine Manufacturer: | Pratt & Whitney Canada |
| ELT: | Installed, not activated | Engine Model/Series: | PW615F-A |
| Registered Owner: | | Rated Power: | 1460 Lbs thrust |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KEMT, 296 ft msl | Distance from Accident Site: | 1 Nautical Miles |
| Observation Time: | 17:45 Local | Direction from Accident Site: | 189° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 3 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 150° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.94 inches Hg | Temperature/Dew Point: | 28°C / 17°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | El Monte, CA (EMT) | Type of Flight Plan Filed: | IFR |
| Destination: | Thermal, ID | Type of Clearance: | IFR |
| Departure Time: | 11:05 Local | Type of Airspace: | Class D |

Airport Information

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|-----------------------------|------------------------|----------------------------------|---------|
| Airport: | SAN GABRIEL VALLEY EMT | Runway Surface Type: | Asphalt |
| Airport Elevation: | 295 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 01 | IFR Approach: | None |
| Runway Length/Width: | 3995 ft / 75 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|-----------------------|
| Crew Injuries: | 2 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Minor | Latitude, Longitude: | 34.092498,-118.031112 |

Administrative Information

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| Investigator In Charge (IIC): | Cawthra, Joshua | | |
| Additional Participating Persons: | Steve Sonneson; Federal Aviation Administration; Los Angeles, CA | | |
| Original Publish Date: | April 1, 2022 | Investigation Class: | 3 |
| Note: | The NTSB did not travel to the scene of this accident. | | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=100176 | | |

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](#).