



Aviation Investigation Factual Report

Location:	Oceanside, California	Accident Number:	LAX08LA191
Date & Time:	June 22, 2008, 17:10 Local	Registration:	N2436F
Aircraft:	Cessna 172S	Aircraft Damage:	Destroyed
Defining Event:	Aerodynamic stall/spin	Injuries:	2 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

HISTORY OF FLIGHT

On June 22, 2008, about 1710 Pacific daylight time, a Cessna 172S, N2436F, impacted the ocean about 2.5 miles west of Oceanside, California. San Diego Flight Training International, Inc., operated the airplane under the provisions of 14 Code of Federal Regulations (CFR) Part 91 as a personal rental flight. The pilot and one passenger are presumed to have been killed; another passenger sustained serious injuries, and was rescued by nearby boaters. The airplane has not been located and is presumed destroyed. The flight departed Long Beach Airport (Daugherty Field - LGB), Long Beach, California, with a planned destination of Montgomery Field (MYF), San Diego, California. Visual meteorological conditions prevailed for the flight, and no flight plan had been filed.

The United States Coast Guard (USCG) conducted a search for the missing pilot, passenger, and the airplane. USCG personnel responded to the latitude/longitude coordinates provided by the airborne witnesses. No debris field was present. A search was conducted; however, the USCG suspended their search efforts. A research ship, the Outer Limits, and its crew volunteered to search the last identified area of the accident location for the airplane and its missing crew. Their attempt, along with the USCG, was unsuccessful.

WITNESS INFORMATION

Two airborne witnesses were in contact with the accident pilot and observed the accident. According to both witnesses, they had flown from MYF to LGB earlier in the day. As they were having a snack, they discussed the flight back, where the accident pilot reported that he was going to perform a stall/spin on the return flight to MYF. He also indicated that he had done a stall/spin maneuver before with his flight instructor and a passenger in the back.

After takeoff from LGB, both airplanes climbed to 5,500 feet for the flight back to MYF. About 5 nautical miles (nm) south of Dana Point, the witnesses reported that the accident airplane climbed from 5,500 feet to 7,500 feet to set up for a stall/spin maneuver. They watched as the airplane performed one complete spin and then recovered to normal flight. The witnesses then saw them set up for another spin, enter the spin, and watched as the airplane continued to spin until it crashed into the ocean. During the maneuvers, the accident pilot was in contact with the other airplane. After the first spin, the accident pilot stated that he was going to "do it one more time," and he was going to let it spin a "little more before he start[ed] the recovery." The witnesses reported that the duration between the first stall/spin maneuver and the accident stall/spin maneuver was about 5 minutes.

After the airplane crashed into the ocean, the airborne witnesses contacted southern California

(SoCal) approach control and reported the downed airplane. They circled the area providing a location to SoCal approach, and then returned to MYF. They were not able to see the airplane in the water due to a low cloud layer between their airplane and the water.

PERSONNEL INFORMATION

A review of the Federal Aviation Administration (FAA) airman and medical records on file in Oklahoma City, Oklahoma, revealed that the 19-year-old pilot held a private pilot certificate with an airplane single engine land rating. His certificate was issued on June 19, 2008. On his Airman Certificate and/or Rating Application, FAA form 8710-1, dated June 18, 2008, he reported his total flight time as 70 hours. According to the Pilot/Operator Report (NTSB Form 6120) filed by the Operator, the pilot had an additional 2 hours of flight time for a total flight time of 72 hours.

The pilot had been issued a first-class medical on January 30, 2008, with the limitation that he must wear corrective lenses. No personal flight records were recovered for the pilot.

AIRCRAFT INFORMATION

The airplane was a 2006 Cessna 172S, serial number 172S10145, with a Lycoming IO-360-L2A, serial number L-32653-51E installed. According to the operator, the last 100-hour inspection was signed off on June 16, 2008. The total airframe time recorded at the last 100-hour inspection was 1,009 hours.

ADDITIONAL INFORMATION

According to the Cessna Information Manual for the 172S NAV III Skyhawk, the accident airplane, under section 4 titled NORMAL PROCEDURES subsection titled SPINS; intentional spins are approved when the airplane is operated in the utility category. Spins are not approved when the rear seat(s) are occupied. It also states that spins will progress at a fairly rapid rate of rotation and steep attitude if they are in excess of 2 rotations. During extended spins, the spin tends to change into a spiral, particularly to the right, which will be accompanied by an increase in airspeed and gravity loads on the airplane.

Pilot Information

Certificate:	Private	Age:	19, 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 1 With waivers/limitations	Last FAA Medical Exam:	January 1, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 1, 2008
Flight Time:	72 hours (Total, all aircraft), 72 hours (Total, this make and model), 10 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2436F
Model/Series:	172S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	172S10145
Landing Gear Type:	Unknown	Seats:	4
Date/Type of Last Inspection:	June 16, 2008 100 hour	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	9 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1009 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	IO-360-L2A
Registered Owner:	San Diego Flight Training International, Inc.	Rated Power:	180 Horsepower
Operator:	San Diego Flight Training International, Inc.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	UFIV

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	OKB,28 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	16:52 Local	Direction from Accident Site:	230°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	27°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Long Beach, CA (LGB)	Type of Flight Plan Filed:	None
Destination:	San Diego, CA (MYF)	Type of Clearance:	Unknown
Departure Time:	16:10 Local	Type of Airspace:	

Airport Information

Airport:	Oceanside Municipal Airport OKB	Runway Surface Type:	
Airport Elevation:	28 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal, 1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 Fatal, 1 Serious	Latitude, Longitude:	33.226112,-117.45417(est)

Administrative Information

Investigator In Charge (IIC): Cornejo, Tealeye

Additional Participating Persons: William Dickinson; Federal Aviation Administration; San Diego, CA

Report Date: February 24, 2009

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=68291>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).