



# Aviation Investigation Final Report

<b>Location:</b>	AUBURN, California	<b>Accident Number:</b>	LAX84LA209
<b>Date &amp; Time:</b>	March 8, 1984, 10:04 Local	<b>Registration:</b>	N206GA
<b>Aircraft:</b>	CESSNA TU-206G	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

THE PLT CAME IN FOR HER 3RD LANDING AND AFTER FLARING HIGH 'CUT' THE THROTTLE AND SAID SHE HOPED FOR A 'SOFT' LANDING WITH TRIM BACK AND 40 DEGREES OF FLAPS. A PLT ON THE GROUND NEAR THE RWY SAID HIS ATTENTION WAS DRAWN TO THE ACFT BECAUSE OF A LARGE INCREASE IN ENGINE NOISE. HE SAID THE ACFT NOSE WAS HIGH, AIRSPEED SLOW AND THE ACFT APPEARED TO ENTER A 'TORQUE ROLL'. HE ADDED IT POSSIBLY ROLLED DUE TO 'P' FACTOR. THE LEFT WING HIT THE GROUND FIRST AND THE ACFT CAME TO REST ABOUT 200 FT OFF THE RWY. THE PLT SAID SHE MAY HAVE RAISED THE FLAPS TO GO AROUND BEFORE ADDING POWER. SHE ALSO SAID SHE MAY NOT HAVE USED ENOUGH RUDDER TO CORRECT FOR THE ADDED POWER. HER INSTRUCTOR SAID SHE TENDED TO USE TRIM INSTEAD OF RUDDER BUT HE THOUGHT SHE WAS 'CURED' OF HER HABIT OF RAISING FLAPS BEFORE POWER BUT A 'REFLEX SITUATION' MAY HAVE MADE HER HAVE THE PREDOMINANT IMPROPER REFLEX ACTION.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) FLARE - MISJUDGED - PILOT IN COMMAND
2. (C) TOTAL - PILOT IN COMMAND
3. (C) PROCEDURES/DIRECTIVES - POOR - PILOT IN COMMAND
4. (C) HABIT INTERFERENCE - PILOT IN COMMAND
5. (C) RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
6. (C) ELEVATOR TRIM - EXCESSIVE - PILOT IN COMMAND
7. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
8. (C) STALL - NOT CORRECTED - PILOT IN COMMAND
9. (C) DIRECTIONAL CONTROL - INADEQUATE - PILOT IN COMMAND

-----

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: GO-AROUND (VFR)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	44,Female
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 20, 1982
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	251 hours (Total, all aircraft), 95 hours (Total, this make and model), 171 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N206GA
<b>Model/Series:</b>	TU-206G TU-206G	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U20605288
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	November 18, 1983 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	61 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	542 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TSIO-520-M
<b>Registered Owner:</b>	DOUG VAN HOWD-WILDLIFE ART LTD	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots / 5 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	21°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	AUBURN , CA (AUN )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:04 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	AUBURN MUNI AUN	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1520 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	7	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3100 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.920108,-121.069961(est)

## Administrative Information

**Investigator In Charge (IIC):** Pollack, Wayne

**Additional Participating Persons:** GEORGE PHILLIPS; SACRAMENTO , CA

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=24194>

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](#).