



Aviation Investigation Final Report

Location:	UPPER LAKE, California	Accident Number:	LAX85LA281
Date & Time:	June 15, 1985, 16:30 Local	Registration:	N80GL
Aircraft:	OTIS G. LYONS MARQUART CHARGER MA5	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT ELECTED TO TAKE OFF IN HIS TAILDRAGGER ON RWY 19 WHICH IS 4050 FT LONG & 200 FT WIDE DURING A PERIOD WHEN THE WIND WAS ESTIMATED AT 270 DEG, 20 KTS, WITH GUSTS TO 25 KTS. THE PLT STATED THAT AT ROTATION FULL RT RUDDER WAS APPLIED, BUT HIS HOMEBUILT, BIPLANE CONTINUED TO DRIFT LT. THE ACFT DRIFTED OFF THE RWY, COLLIDED WITH BRUSH & 'CARTWHEELED TO A STOP WITH A BROKEN LEFT LOWER WING.'

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 - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
 2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. (F) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. (F) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 3, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	124 hours (Total, all aircraft), 46 hours (Total, this make and model), 57 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	OTIS G. LYONS	Registration:	N80GL
Model/Series:	MARQUART CHARGER MA5 MARQUART C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	OGL-0125
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 22, 1984 Annual	Certified Max Gross Wt.:	1789 lbs
Time Since Last Inspection:	78 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	105 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-360-A4K
Registered Owner:	ROBERT P. KANTNER	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	UPPER LAKE , CA (1Q5)	Type of Flight Plan Filed:	None
Destination:	SONOMA , CA (OQ9)	Type of Clearance:	None
Departure Time:	16:29 Local	Type of Airspace:	Class G

Airport Information

Airport:	GRAVELEY VALLEY 1Q5	Runway Surface Type:	Gravel
Airport Elevation:	1900 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	4050 ft / 200 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.740394,-117.180732(est)

Administrative Information

Investigator In Charge (IIC): Pollack, Wayne

Additional Participating Persons: ROBERT HUSEN; SACRAMENTO , CA

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=24745>

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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](#).