



Aviation Investigation Final Report

Location:	COLUMBIA, California	Accident Number:	LAX87LA042
Date & Time:	November 17, 1986, 11:45 Local	Registration:	N4085N
Aircraft:	CESSNA 120	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AT THE BEGINNING OF A LOCAL PLEASURE FLIGHT, THE PILOT LOST CONTROL OF THE AIRCRAFT WHILE PRACTICING HIGH SPEED TAXIING FOR DIRECTIONAL CONTROL FOR TAKEOFFS AND LANDINGS. UPON REACHING LIFTOFF SPEED, THE POWER WAS REDUCED TO IDLE. THE AIRCRAFT SWERVED TO THE LEFT AND RIGHT RUDDER WAS APPLIED. THE AIRCRAFT THEN SWERVED TO THE RIGHT AND FULL LEFT RUDDER AND FORWARD STICK WERE APPLIED. SUBSEQUENTLY, THE LEFT WING STRUCK THE GROUND AND THE AIRCRAFT NOSED DOWN.

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: TAXI

Findings

1. (F) JUDGMENT - POOR - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND
3. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. (C) RUDDER - EXCESSIVE - PILOT IN COMMAND

6. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED

Occurrence #2: NOSE DOWN
Phase of Operation: TAXI

Factual Information

Pilot Information

Certificate:	Private	Age:	33, 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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 17, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	235 hours (Total, all aircraft), 38 hours (Total, this make and model), 183 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 43 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4085N
Model/Series:	120 120	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	13543
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 4, 1986 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	46 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5523 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C-85-12
Registered Owner:	ROBERT THERKELSEN	Rated Power:	85 Horsepower
Operator:	GLENN W. SMITH	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	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 12 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(022)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	COLUMBIA 022	Runway Surface Type:	Grass/turf
Airport Elevation:	2117 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	2600 ft / 100 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:	38.110115,-120.379791(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	GLENN HERPST; SACRAMENTO , CA
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=25473

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](#).