



Aviation Investigation Final Report

Location:	NAPA, California	Accident Number:	LAX89LA096
Date & Time:	January 21, 1989, 13:15 Local	Registration:	N22988
Aircraft:	CESSNA 150H	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

DURING AN INSTRUCTIONAL FLIGHT, THE STUDENT'S APPROACH RESULTED IN A TOUCHDOWN 300 FEET BEYOND THE THRESHOLD. THE INSTRUCTOR TOLD STUDENT TO GO-AROUND. FLAP RETRACTION AND POWER APPLICATION WERE DELAYED. WITH 350 FEET LEFT ON THE RUNWAY, THE INSTRUCTOR TOOK OVER AND ABORTED THE TAKEOFF. THE INSTRUCTOR TRIED TO EXIT THE RUNWAY VIA A TAXIWAY, HOWEVER THE AIRPLANE RAN INTO A DITCH. STUDENT HAD 34 HRS FLIGHT EXPERIENCE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE CFI'S DELAY IN ABORTING THE TAKEOFF, LEADING TO A LOSS OF DIRECTIONAL CONTROL.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) GO-AROUND - DELAYED - DUAL STUDENT
 2. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
 3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	39, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 23, 1988
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2372 hours (Total, all aircraft), 1278 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N22988
Model/Series:	150H 150H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15068664
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	November 1, 1988 100 hour	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2028 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200A
Registered Owner:	PHILLIP R. SMITH	Rated Power:	100 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:	Scattered / 20000 ft AGL	Visibility	5 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	13:15 Local	Type of Airspace:	Class E

Airport Information

Airport:	NAPA CO. APC	Runway Surface Type:	Asphalt
Airport Elevation:	33 ft msl	Runway Surface Condition:	Dry
Runway Used:	18L	IFR Approach:	None
Runway Length/Width:	2500 ft / 75 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.549358,-122.150268(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	DIXIE NORTON; SACRAMENTO , CA
Original Publish Date:	January 31, 1991
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=26328

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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](#).