



Aviation Investigation Final Report

Location:	DELHI, California	Accident Number:	LAX93LA136
Date & Time:	February 24, 1993, 13:00 Local	Registration:	N2086J
Aircraft:	CESSNA T188C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

ACCORDING TO THE PILOT, THE RUNWAY WAS BORDERED ON THE LEFT SIDE BY A FLOODED AREA OF LAND. AT A POINT ABOUT 250 FEET FROM THE INITIAL TAKEOFF AREA, A FINGER LIKE PROJECTION OF THE FLOOD WATER COVERED ABOUT SEVEN FEET OF THE 25 FOOT WIDE RUNWAY. THE PILOT SAID THAT ON THE TAKEOFF GROUND ROLL, THE AIRCRAFT ENCOUNTERED THE STANDING FLOOD WATER ON THE RUNWAY, WHICH CAUSED THE AIRCRAFT TO VEER LEFT OFF THE PAVEMENT. THE PILOT SAID HE WAS ABLE TO REGAIN CONTROL OF THE AIRCRAFT AND REDUCED THE POWER TO IDLE. AS THE AIRCRAFT SLOWED TO ABOUT 25 MPH, THE PILOT SAID HE STEERED IT BACK ONTO THE PAVEMENT. THE PILOT REPORTED THAT THE RIGHT WHEEL CAME BACK ONTO THE PAVEMENT; HOWEVER, WHEN THE LEFT WHEEL ENCOUNTERED THE ASPHALT LIP OF RUNWAY THE STRUT BROKE OFF JUST ABOVE THE WHEEL. THE LEFT WING THEN STRUCK THE GROUND, DAMAGING THE WING INTERNAL STRUCTURE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT SELECTED UNSUITABLE TERRAIN FOR TAKEOFF AND FAILED TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT. A FACTOR IN THE ACCIDENT WAS THE STANDING WATER ON THE RUNWAY.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WATER
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: TAKEOFF - ABORTED

Findings

4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - BERM
5. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline transport; Flight engineer; Flight instructor	Age:	50, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 2, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	12000 hours (Total, all aircraft), 1500 hours (Total, this make and model), 12000 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2086J
Model/Series:	T188C T188C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	03376T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	October 30, 1992 Annual	Certified Max Gross Wt.:	4400 lbs
Time Since Last Inspection:	58 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2431 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	TSIO-520-T1B
Registered Owner:	BETTENCOURT FLYING SERVICES	Rated Power:	310 Horsepower
Operator:	BETTENCOURT FLYING SERVICES	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	PWFG

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	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:	(NONE)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	BETTENCOURT AG AIRSTRIP NONE	Runway Surface Type:	Asphalt
Airport Elevation:	90 ft msl	Runway Surface Condition:	Wet
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2000 ft / 25 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.41957,-120.770423(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	GREG MINARIK; FRESNO , CA
Original Publish Date:	November 15, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=27937

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