



Aviation Investigation Final Report

Location:	RED BLUFF, California	Accident Number:	LAX99LA056
Date & Time:	December 17, 1998, 10:51 Local	Registration:	N5656
Aircraft:	WEBER CA-65	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he had wrapped the right seat belt around the right control stick to hold it back while starting the engine. He stated that he forgot to remove the seat belt before takeoff and the aircraft stalled and veered left off the runway in the takeoff initial climb. The pilot did not use a checklist before taxiing. The airplane is configured with side-by-side seating and the pilot was flying from the left seat.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to remove the right seat belt from around the right control stick, which resulted in a loss of aircraft control. An additional cause is the pilot's failure to use a checklist.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. FLT CONTROL SYST, YOKE/CONTROL STICK - JAMMED
 2. (C) REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND
 3. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 4. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 5. STALL - ENCOUNTERED
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On December 17, 1998, at 1051 hours Pacific standard time, a Weber CA-65, N5656, collided with terrain following a loss of control during the takeoff initial climb from the Red Bluff, California, Airport. The aircraft sustained substantial damage, and the private pilot/owner, the sole occupant, suffered serious injuries. The personal flight was originating at the time of the accident and was en route to Redding, California. The flight was being conducted under the provisions of 14 CFR Part 91. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot reported that he had wrapped the right seat belt around the right control stick to hold it back while starting the engine. He stated that he forgot to remove the seat belt before takeoff and the aircraft stalled and veered left off the runway. He further reported that the airplane is configured with side-by-side seating and he was flying from the left seat. In his report the pilot suggested that the accident could have been prevented by doing "a complete check with [the] checklist before taxiing."

According to the Federal Aviation Administration airman records, the last medical of record for the pilot was a third-class certificate issued on June 27, 1994. The pilot reported that he had last received a biennial flight review in 1993.

Pilot Information

Certificate:	Private	Age:	71, 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:	None Expired	Last FAA Medical Exam:	June 27, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1000 hours (Total, all aircraft), 150 hours (Total, this make and model), 800 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	WEBER	Registration:	N5656
Model/Series:	CA-65 CA-65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1928
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 16, 1998 Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	400 Hrs	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-320-BIA
Registered Owner:	ARMAL OWENS	Rated Power:	160 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:	RDD ,502 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	10:55 Local	Direction from Accident Site:	335°
Lowest Cloud Condition:	Clear	Visibility	3 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / 7°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	(RBL)	Type of Flight Plan Filed:	None
Destination:	REDDING , CA (RDD)	Type of Clearance:	None
Departure Time:	10:51 Local	Type of Airspace:	Class E

Airport Information

Airport:	RED BLUFF MUNI RBL	Runway Surface Type:	Asphalt
Airport Elevation:	349 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	5984 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	40.130779,-122.429817(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	MIKE BOHAMERA; SACRAMENTO , CA
Original Publish Date:	February 16, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=45524

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