



# Aviation Investigation Final Report

<b>Location:</b>	BERMUDA DUNES, California	<b>Accident Number:</b>	LAX00LA096
<b>Date &amp; Time:</b>	February 7, 2000, 11:30 Local	<b>Registration:</b>	N739GQ
<b>Aircraft:</b>	Cessna 172N	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The student pilot was practicing touch-and-go takeoffs and landings. No discrepancies were noted with the first two touch-and go's. On the third landing he had already engaged carburetor heat, applied full throttle, and raised the flaps when he noted that he was right of centerline. He indicated that he tried to steer the airplane like a car with the control yoke back to centerline instead of using the rudder pedals. The airplane departed the runway and the right wing struck bushes, spun around, and came to a stop. The pilot reported that he had 30 hours total time in all aircraft. He noted no discrepancies with the airframe or engine.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the student pilot to maintain directional control of the airplane during takeoff.

## Findings

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

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - ABORTED

Findings

2. TERRAIN CONDITION - HIGH VEGETATION

## Factual Information

On February 7, 2000, at 1130 hours Pacific standard time, a Cessna 172N, N739GQ, veered off the runway during the takeoff portion of a touch-and-go, and impacted trees at the Bermuda Dunes, California, airport. The airplane, operated by Bermuda Dunes Air Services as an instructional flight under 14 CFR Part 91, sustained substantial damage. The student pilot, the sole occupant, was not injured. Visual meteorological conditions existed for the solo instructional flight and no flight plan was filed. The flight had originated at 1100, and was scheduled to terminate at the same airport.

In the student pilot's written report to the Safety Board he stated that he had been practicing touch-and-go takeoffs and landings. No discrepancies were noted with the first two touch-and-go's. On the third touch-and-go landing, he raised the flaps, applied full throttle, and engaged the carburetor heat. He noted that he was right of centerline and tried to steer the airplane back onto the runway. The right wing struck a tree limb, turned the airplane 90 degrees, the left wing struck the ground, and came to a stop. The pilot further indicated that he has a total time of 30 hours in all aircraft, and that there were no discrepancies with the airframe or powerplant.

In an interview with a Federal Aviation Administration inspector, the student pilot reported that as the airplane continued to the right he attempted to steer the airplane like he was driving a car by using the control wheel instead of the rudder pedals. When he realized his mistake, it was too late to correct it because the airplane had already impacted bushes, spun around, and had come to a stop. He shut the engine down and exited on the right side because the left side door had been jammed shut when the left wing impacted the ground.

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 18, 2000
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	30 hours (Total, all aircraft), 30 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N739GQ
<b>Model/Series:</b>	172N 172N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17270535
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 21, 1999 Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	15 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3631 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320-H2AD
<b>Registered Owner:</b>	BRATZEL AVIATION INC.	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	BERMUDA DUNES AIR SERVICES	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PSP ,462 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	10:53 Local	<b>Direction from Accident Site:</b>	265°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(UDD )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	BERMUDA DUNES UDD	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	73 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	28	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 ft / 75 ft	<b>VFR Approach/Landing:</b>	Touch and go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	33.710693,-116.230506(est)

## Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	DENNIS PARR; RIVERSIDE , CA
Original Publish Date:	July 2, 2001
Last Revision Date:	
Investigation Class:	<a href="#">Class</a>
Note:	
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=48633">https://data.nts.gov/Docket?ProjectID=48633</a>

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](#).