



Aviation Investigation Final Report

Location:	Long Beach, California	Accident Number:	LAX06CA171
Date & Time:	May 14, 2006, 16:00 Local	Registration:	N5799X
Aircraft:	Cessna 320	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The wing tip impacted the runway surface during takeoff and the pilot aborted the takeoff. The pilot said that the taxi and run-up were uneventful. During takeoff, he noted that the wind was coming from the left (south) and he set the flight controls for a crosswind takeoff. He advanced the throttles to takeoff power and rotated the airplane. As the airplane left the runway surface, the left wing was slightly low and he noticed that the airplane was not climbing. As he turned the airplane into the wind, the right wing dropped and the wing tip fuel tank impacted the runway. He stabilized the airplane and pulled the power to idle. The airplane stopped just beyond the runway. The pilot believed that a gust of wind or small microburst may have kept the airplane from climbing and influenced the right wing tip to impact the ground. The pilot stated that there were no mechanical malfunctions with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for the crosswind condition and failure to maintain lateral control of the airplane during takeoff.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On May 14, 2006, at 1600 Pacific daylight time, a Cessna 320, N5799X, struck a wing tip on the runway during takeoff from runway 25R at Daugherty Field, Long Beach, California. The pilot aborted the takeoff. The pilot was operating the privately owned airplane under the provisions of 14 CFR Part 91. The commercial pilot was not injured; the airplane sustained substantial damage. Visual meteorological conditions prevailed and no flight plan had been filed. The pilot was destined for Southern California Logistics Airport, Victorville, California.

In a written statement, the pilot said that the taxi and run-up were uneventful. During takeoff, he noted that the wind was coming from the left (south) and he set the flight controls for a crosswind takeoff. He advanced the throttles to takeoff power and rotated the airplane. As the airplane left the runway surface, the left wing was slightly low and he noticed that the airplane was not climbing. As he turned the airplane into the wind, the right wing dropped and the wing tip fuel tank impacted the runway. He stabilized the airplane and pulled the power to idle. The airplane stopped just beyond the runway. The pilot believed that a gust of wind or small microburst may have kept the airplane from climbing and influenced the right wing tip to impact the ground. The pilot stated that there were no mechanical malfunctions with the airplane.

At 1553, the unedited surface weather observation (METAR) at Long Beach reported winds from 180 degrees at 7 knots.

Following the accident, the Federal Aviation Administration accident coordinator examined the airplane. The inspector noted that the rear spar at the right wing tip was damaged during its impact with the runway surface.

Pilot Information

Certificate:	Commercial	Age:	58, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	January 1, 2006
Occupational Pilot:		Last Flight Review or Equivalent:	December 1, 2005
Flight Time:	2160 hours (Total, all aircraft), 138 hours (Total, this make and model), 56 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5799X
Model/Series:	320	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	320-0699
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Teledyne Continental
ELT:		Engine Model/Series:	TSIO-470-B
Registered Owner:	Lee A. Scholes Trustee	Rated Power:	
Operator:	Charles Conard	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LGB,34 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	2000 ft AGL	Visibility	8 miles
Lowest Ceiling:	Broken / 2000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	19°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Long Beach, CA (LGB)	Type of Flight Plan Filed:	None
Destination:	Victorville, CA (VCV)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Daugherty Field LGB	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	25R	IFR Approach:	None
Runway Length/Width:	6192 ft / 150 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:	33.818611,-118.152221

Administrative Information

Investigator In Charge (IIC):	Dunks, Kristi
Additional Participating Persons:	Michael Pickering; Federal Aviation Administration; Long Beach, CA
Original Publish Date:	August 29, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=63730

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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](#).