



Aviation Investigation Final Report

Location:	ANZA, California	Accident Number:	LAX82DA212
Date & Time:	June 8, 1982, 16:30 Local	Registration:	N2205T
Aircraft:	CESSNA 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT, A RATED PILOT, AND HIS INSTRUCTOR LANDED ON AN UNIMPROVED PRIVATE STRIP WHICH WAS AT AN ELEVATION OF ABOUT 4750 FT MSL. AFTER LANDING, THE PILOTS WALKED THROUGH THE AIRSTRIP AND DISCUSSED THE CONDITION OF THE STRIP. THERE WAS TALL GRASS ON THE RIGHT SIDE OF THE STRIP, 3 BUSHES ON THE LEFT SIDE, AND THERE WAS A DITCH ABOUT 800 FT FROM THE APPROACH END. ALSO, THERE WERE 4 DOGS AND 3 HORSES NEARBY. THEY DECIDED TO ANGLE SLIGHTLY ACROSS THE RUNWAY DURING TAKEOFF. INITIALLY, THEY WERE CONCERNED ABOUT THE LOCATION OF THE ANIMALS. AFTER STARTING THE TAKEOFF ROLL, THE STUDENT ANGLED FURTHER LEFT THAN THE INSTRUCTOR ANTICIPATED. THE LEFT WING STRUCK A BUSH AND THE PLANE VEERED TO THE LEFT. THE INSTRUCTOR WAS UNABLE TO REGAIN CONTROL BEFORE HITTING 2 MORE BUSHES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. (F) OBJECT - ANIMAL(S)
3. (F) TERRAIN CONDITION - ROUGH/UNEVEN
4. (F) TERRAIN CONDITION - HIGH VEGETATION
5. (F) OBJECT - TREE(S)
6. (C) CLEARANCE - MISJUDGED - DUAL STUDENT
7. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

8. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND(CFI)

Occurrence #3: MAIN GEAR COLLAPSED
Phase of Operation: TAKEOFF

Findings

9. (F) LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	42, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 1, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4380 hours (Total, all aircraft), 3500 hours (Total, this make and model), 4120 hours (Pilot In Command, all aircraft), 155 hours (Last 90 days, all aircraft), 57 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2205T
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	01357
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3800 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520
Registered Owner:	MISSION AVIATION FELLOWSHIP	Rated Power:	300 Horsepower
Operator:	MISSION AVIATION FELLOWSHIP	Operating Certificate(s) Held:	
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:	Clear	Visibility	20 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	70°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	REDLANDS , CA (L12)	Type of Flight Plan Filed:	None
Destination:	REDLANDS , CA (L12)	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	

Airport Information

Airport:	TWEATTY AIR STRIP	Runway Surface Type:	Dirt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	1200 ft / 100 ft	VFR Approach/Landing:	None

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:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: June 8, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=69796>

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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](#).