



Aviation Investigation Final Report

Location:	SOUTH LAKE TAHO, California	Accident Number:	LAX82DA246
Date & Time:	July 4, 1982, 20:20 Local	Registration:	N2106S
Aircraft:	CESSNA T210L	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT DURING A LANDING, THE AIRCRAFT BOUNCED, CAME DOWN, BOUNCED AGAIN AND BALLOONED. AT THAT MOMENT, HE ELECTED TO GO AROUND. HE STATED THAT HE ADVANCED THE THROTTLE AND RETRACTED THE GEAR TO REDUCE DRAG, BUT THE ENGINE DIED AND THE PLANE NOSED IN. AFTER THE ACCIDENT, HE REPORTED THAT HE SHOULD NOT HAVE RETRACTED THE GEAR UNTIL HE HAD A POSITIVE RATE OF CLIMB AND HE SHOULD HAVE ADVANCED THE TROTTLE MORE SLOWLY.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (C) FLARE - IMPROPER - PILOT IN COMMAND
 2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: LANDING

Findings

- 3. GO-AROUND - INITIATED - PILOT IN COMMAND
- 4. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
- 5. (F) GEAR RETRACTION - PREMATURE - PILOT IN COMMAND

Occurrence #3: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	55,U
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Invalid Medical for flight	Last FAA Medical Exam:	April 1, 1980
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	289 hours (Total, all aircraft), 289 hours (Total, this make and model), 267 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2106S
Model/Series:	T210L T210L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	21061070
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	57 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520-H
Registered Owner:	AKIRA TAJIRA	Rated Power:	285 Horsepower
Operator:	AKIRA TAJIRA	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FRESNO , CA (FAT)	Type of Flight Plan Filed:	None
Destination:	RED DEVIL , AK (RDV)	Type of Clearance:	
Departure Time:	19:20 Local	Type of Airspace:	

Airport Information

Airport:	LAKE TAHOE TVL	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	
Runway Length/Width:	8544 ft / 150 ft	VFR Approach/Landing:	Straight-in

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:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: July 4, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72650>

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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](#).