



# Aviation Investigation Final Report

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<b>Location:</b>	Santa Ynez, California	<b>Accident Number:</b>	WPR10CA480
<b>Date &amp; Time:</b>	September 6, 2010, 14:20 Local	<b>Registration:</b>	N4622C
<b>Aircraft:</b>	Cessna A185	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

According to the pilot, the start up and run up were normal. After attaining 65 knots during the takeoff roll, the pilot raised the tail and the airplane started to "track hard right" and the left landing gear tire struck a taxiway sign. The taxiway sign broke off and punctured the fuselage skin and struck the horizontal stabilizer. The pilot returned to the airport, and landed without further incident. In the pilot's written statement he indicated that he had not briefed the forward right seat passenger to remain clear of all flight controls, and that he did not retract the right side rudder pedals. He surmised that the right seat passenger inadvertently applied pressure to the right toe brake. The pilot further stated that in the future he will incorporate that into his briefing (to remain clear of the flight controls), and to retract the right side rudder pedals. This event was upgraded to an accident on October 1, 2010, by the Federal Aviation Administration (FAA) after an inspection discovered structural damage to the left landing gear attach box and the leading edge of the right horizontal stabilizer.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control, likely due to the inadvertent control interference by a passenger. A finding in the accident was the pilot's improper pre flight briefing.

## Findings

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<b>Aircraft</b>	Landing gear brakes system - Unintentional use/operation
<b>Personnel issues</b>	Forgotten action/omission - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Unnecessary action - Passenger

## Factual Information

### History of Flight

<b>Takeoff</b>	Loss of control on ground (Defining event)
<b>Takeoff</b>	Runway excursion
<b>Takeoff</b>	Collision during takeoff/land

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 4, 2010
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	April 8, 2010
<b>Flight Time:</b>	17242 hours (Total, all aircraft), 29 hours (Total, this make and model), 119 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4622C
<b>Model/Series:</b>	A185 F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3131
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	100 hour	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>	29 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2000 Hrs at time of accident	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-550-16B
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	IZA,674 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	14:10 Local	<b>Direction from Accident Site:</b>	0°
<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>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.77 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Santa Ynez, CA (IZA )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Santa Ynez, CA (IZA )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:20 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Santa Ynez Airport IZA	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	674 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	26	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2812 ft / 75 ft	<b>VFR Approach/Landing:</b>	Precautionary landing;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	34.606666,-120.075553

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Cornejo, Tealeye
<b>Additional Participating Persons:</b>	David T Voelker; Federal Aviation Administration; Van Nuys, CA
<b>Original Publish Date:</b>	December 20, 2010
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=77470">https://data.nts.gov/Docket?ProjectID=77470</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.

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