



National Transportation Safety Board Aviation Accident Final Report

Location:	MOKULEIA, HI	Accident Number:	LAX97LA139
Date & Time:	04/01/1997, 1212 HST	Registration:	N3652U
Aircraft:	Cessna 182F	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	5 Minor

Flight Conducted Under: Part 91: General Aviation - Other Work Use

Analysis

The pilot reported that, before takeoff with the four parachutists, he had checked the flight controls and no evidence of any mechanical problems was noted. During the takeoff roll the airplane accelerated between 60 and 65 mph, became airborne and pitched 60 degrees nose up. The pilot further reported that he applied forward pressure on the control yoke, but there was no response. The airplane banked right, stalled, descended, and collided with trees. The pilot further reported that he notified the Unicom operator he was 'coming back around.' However, the control yoke was still 'frozen in position' and could not be moved forward or aft. The airplane's pitch could not be controlled, and the airplane descended into the water and sank. The main wreckage was not recovered. The pilot's report of a jammed yoke could not be verified due to the lack of physical evidence.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An unintentional stall for undetermined reasons.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. FLIGHT CONTROL,ELEVATOR - JAMMED
2. (C) REASON FOR OCCURRENCE UNDETERMINED
3. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. OBJECT - TREE(S)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - WATER

Factual Information

On April 1, 1997, at 1212 hours Hawaiian standard time, a Cessna 182F, N3652U, operated by the Skydive Academy of Hawaii Corporation, experienced an in-flight loss of control during takeoff from runway 26 at the Dillingham Airfield, Mokuleia, Hawaii. Witnesses reported observing the airplane lift off and immediately thereafter commence climbing at a steep angle. Within several hundred feet above ground level, one wing suddenly lowered and the airplane rapidly lost altitude. The airplane collided with trees, impacted the Mokuleia Beach Park surf, and was destroyed upon sinking in 15-foot-deep water near the shoreline. The commercial pilot and four passengers, which were being transported for a planned parachute jump, sustained minor injuries. Visual meteorological conditions prevailed, and no flight plan was filed. The flight was originating at the time of the accident.

In brief, the pilot reported in his completed Aircraft Accident Report that before takeoff he had checked the flight controls, and no evidence of any mechanical problems was noted. During the takeoff roll the airplane accelerated between 60 and 65 mph. The airplane became airborne and pitched 60 degrees nose up. Forward pressure was applied on the control yoke, but there was no response. The airplane banked right and stalled, and the nose lowered. Thereafter, the airplane collided with trees which shattered the windshield, and an oil leak developed. The pilot further reported that he notified the Unicom operator he was "coming back around." However, the control yoke was still "frozen in position" and could not be moved forward or aft. The airplane's pitch could not be controlled, and the airplane descended into the water.

Interviews were conducted with the passengers and ground-based witnesses. No information was found to indicate that the pilot had planned to make a short field takeoff or had intentionally climbed at a steep angle.

The Federal Aviation Administration's Safety Data Analysis Section in Oklahoma City, Oklahoma, searched its data base of Service Difficulty Reports (SDRs) for elevator control binding events involving Cessna 182 series airplanes. None was found during the search period between 1990 and April, 1997.

The airplane's main wreckage was not recovered. The pilot's report of a jammed yoke was not verified with physical evidence.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	42, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/11/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6700 hours (Total, all aircraft), 400 hours (Total, this make and model), 6500 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3652U
Model/Series:	182F 182F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	18255052
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	07/10/1996, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	70 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5975 Hours	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	O-470-L
Registered Owner:	SKYDIVE ACADEMY OF HAWAII CORP	Rated Power:	230 hp
Operator:	SKYDIVE ACADEMY OF HAWAII CORP	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 3500 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	26 °C
Precipitation and Obscuration:			
Departure Point:	(HDH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1210 HST	Type of Airspace:	Class E

Airport Information

Airport:	DILLINGHAM (HDH)	Runway Surface Type:	Asphalt
Airport Elevation:	14 ft	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	9000 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK	Report Date:	01/07/1998
Additional Participating Persons:	DENNIS NOLL; HONOLULU, HI		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).