



National Transportation Safety Board Aviation Accident Final Report

Location:	VAN NUYS, CA	Accident Number:	LAX92LA031
Date & Time:	11/01/1991, 1113 PST	Registration:	N93054
Aircraft:	CESSNA T210L	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

WITNESSES AT THE AIRPORT STATED THAT JUST AFTER THE AIRPLANE LIFTED OFF RUNWAY 16R, IT IMMEDIATELY BEGAN A VERY TIGHT 360 DEGREE TURN AND CRASHED BETWEEN RUNWAY 16L AND THE ADJACENT TAXIWAY. THE PILOT STATED TO FEDERAL AVIATION ADMINISTRATION (FAA) INSPECTORS THAT, AFTER LIFTOFF, THE AIRPLANE BEGAN TURNING TO THE LEFT AND TRYING TO DIVE AND THAT HE HAD GREAT DIFFICULTY OVERRIDING THE FORCES ON THE CONTROLS. THE PILOT, WHO IS ALSO A CERTIFIED FLIGHT INSTRUCTOR, STATED THAT HE WAS FLYING THE AIRPLANE FROM THE RIGHT FRONT SEAT. FAA INSPECTORS EXAMINED THE WRECKAGE AND FOUND THE RIGHT SEAT RUDDER PEDAL COLLAPSED TO THE FLOOR. THE FAA INSPECTOR PULLED THE STOWABLE RUDDER PEDAL INTO THE FLIGHT POSITION, AND IT LOCKED IN PLACE. WHEN THE FAA INSPECTOR APPLIED HAND PRESSURE TO BOTH PEDALS, THE RIGHT PEDAL SNAPPED INTO THE RETRACT POSITION. HE ATTEMPTED THIS SEVERAL TIMES. THE FAA INSPECTOR DISASSEMBLED THE PEDAL AND FOUND THAT THE PIN RECEIVING HOLE WAS WORN OBLONG, ALLOWING THE PIN TO DISENGAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADVERTENT LOSS OF CONTROL DURING THE INITIAL CLIMB AFTER TAKEOFF THAT RESULTED FROM THE COLLAPSE OF THE RUDDER PEDAL BECAUSE OF A WORN LOCKING PIN HOLE IN THE RUDDER PEDAL STOWING SYSTEM, WHICH ALLOWED THE PIN TO DISENGAGE.

Findings

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

Findings

1. FLT CONTROL SYST, RUDDER CONTROL - WORN
2. FLT CONTROL SYST, RUDDER CONTROL - COLLAPSED
3. RUDDER - UNAVAILABLE

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	28, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/04/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1700 hours (Total, all aircraft), 56 hours (Total, this make and model), 1610 hours (Pilot In Command, all aircraft), 213 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N93054
Model/Series:	T210L T210L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	60246
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	10/10/1991, 100 Hour	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	36 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1500 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TS10-520
Registered Owner:	JOHN L. HABBERSTAD	Rated Power:	310 hp
Operator:	VINCENT VANDENBOSCH	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:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	SAN LUIS OBISPO, CA (SBP)	Type of Clearance:	VFR
Departure Time:	1112 PST	Type of Airspace:	Class D; Class E

Airport Information

Airport:	VAN NUYS (VNY)	Runway Surface Type:	Asphalt
Airport Elevation:	799 ft	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	8000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Jeff Rich	Report Date:	04/27/1993
Additional Participating Persons:	DICK OLSON; VAN NUYS, CA		
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/ .		

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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](#).