



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	VAN NUYS, CA	<b>Accident Number:</b>	LAX92LA031
<b>Date &amp; Time:</b>	11/01/1991, 1113 PST	<b>Registration:</b>	N93054
<b>Aircraft:</b>	CESSNA T210L	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	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

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

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

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	28
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N93054
<b>Model/Series:</b>	T210L T210L	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	VINCENT VANDENBOSCH	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TS10-520
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>		<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	SAN LUIS OBISPO, CA (SBP)

## Airport Information

<b>Airport:</b>	VAN NUYS (VNY)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	16	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	8000 ft / 150 ft		

## 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>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): Jeff Rich

Adopted Date: 04/27/1993

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](mailto: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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