



National Transportation Safety Board Aviation Accident Factual Report

Location:	California City, CA	Accident Number:	LAX04CA175
Date & Time:	04/02/2004, 1725 PST	Registration:	N88BM
Aircraft:	Cessna 177	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Minor

Flight Conducted Under: Part 91: General Aviation - Instructional

On April 2, 2004, about 1725 Pacific standard time, a Cessna 177, N88BM, collided with terrain during takeoff at California City, California. The Edwards Air Force Base Flying Club was operating the airplane under the provisions of 14 CFR Part 91. The certified flight instructor (CFI), the student pilot, and two passengers, sustained minor injuries; a post crash fire destroyed the airplane. The cross-country instructional flight originated from California City about 1720, with a planned destination of Rosamond Skypark Airport, Rosamond, California. Visual meteorological conditions prevailed, and no flight plan had been filed.

In a written statement, the CFI reported that he was attempting to takeoff on runway 24. Prior to departure, he received weather information from the automated weather observing system (AWOS), which reported that the wind was from 020 degrees at 4 knots, temperature was 64-degrees Fahrenheit, and the altimeter was 29.82 InHg. While taxiing to the runway, he observed the windsock to be limp, an indication of calm winds. During the initial climb, he accelerated the airplane to 80 miles per hour (mph) in an effort to maintain a shallow climb. About 50 to 75 feet above ground level, the airplane began to decelerate and descend, while rolling and yawing to the right. The pilot applied full left rudder and right aileron and the airplane made a slight correction. Although the engine appeared to be operating smoothly at 2,500 rpm, the airplane continued in a 300-foot-per-minute decent.

Still in a roll and yaw to the right, the pilot configured the airplane in a nose high attitude, with full power. The airplane impacted the ground and the left main gear collided with a small sand dune. The collision resulted in the left wing impacting the ground and the nose gear collapsing. After a sudden deceleration the airplane came to rest and a fire erupted in the center floor area. The pilot attempted to extinguish the fire, but it immediately reignited and all four occupants exited the airplane. After egressing the airplane, the CFI estimated that the wind was from 090 degrees at 25 to 35 knots. A few minutes later, he noted that the winds became light again, followed by periodic gusts and wind shifts. The CFI reported that the airplane had no mechanical failures or malfunctions during the flight.

The terrain elevation at the airport is about 2,450 feet mean sea level. Based upon the atmospheric conditions provided by the CFI, a Safety Board computer program computed a

density altitude of 3,450 feet. The gross weight was calculated by the CFI to be 2,341 pounds, which included a fuel deduction for taxi, and was based on the airplane operating with 5 quarts of oil. The airplane's published maximum gross weight is 2,350 pounds.

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	35, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 2	Last FAA Medical Exam:	08/01/2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	982 hours (Total, all aircraft), 5 hours (Total, this make and model), 32 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Pilot Information

Certificate:	Student	Age:	35, Male
Airplane Rating(s):	None	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	11/10/2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	44 hours (Total, all aircraft), 43 hours (Total, this make and model), 24 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N88BM
Model/Series:	177	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	177-00986
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-320-E2D
Registered Owner:	Chris Phillips/ Tom Goodnough	Rated Power:	
Operator:	Edwards AFB Aero Club	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	California City, CA (L71)	Type of Flight Plan Filed:	None
Destination:	Rosamond, CA (L00)	Type of Clearance:	None
Departure Time:	PST	Type of Airspace:	Class E

Airport Information

Airport:	California City Municipal Airp (L71)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	24	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Minor	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	4 Minor	Latitude, Longitude:	35.152222, -118.016667

Administrative Information

Investigator In Charge (IIC):	Nicole Charnon
Additional Participating Persons:	Dale Roy; Federal Aviation Administration; Van Nuys, CA
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .