



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SHELTER COVE, CA	<b>Accident Number:</b>	LAX92LA279
<b>Date &amp; Time:</b>	07/04/1992, 1709 PDT	<b>Registration:</b>	N929DB
<b>Aircraft:</b>	CESSNA 421B	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	4 Serious
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE PILOT SAID HE WAS ON THE TAKEOFF GROUND ROLL AT ABOUT 100 KNOTS WHEN HE DISCOVERED THAT THE CONTROL LOCK WAS STILL IN PLACE. THE PILOT SAID HE ATTEMPTED TO REMOVE THE CONTROL LOCK BUT COULD NOT PRIOR TO THE AIRCRAFT OVER RUNNING THE DEPARTURE END OF THE 3,400 FOOT LONG RUNWAY. THE AIRCRAFT COLLIDED WITH A COUNTY SEWAGE TREATMENT BUILDING, SEPARATING THE WINGS FROM THE FUSELAGE. THE AIRCRAFT FUSELAGE CONTINUED THROUGH THE BUILDING AND CAME TO REST ON ROCKS NEAR THE BEACH.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE PREFLIGHT INSPECTION OF THE AIRCRAFT AND HIS FAILURE TO ENSURE THAT THE CONTROL SURFACE LOCKS WERE REMOVED PRIOR TO FLIGHT.

## Findings

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Occurrence #1: OVERRUN

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. OBJECT - BUILDING(NONRESIDENTIAL)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/07/1991
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	2479 hours (Total, all aircraft), 218 hours (Total, this make and model), 2413 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N929DB
<b>Model/Series:</b>	421B 421B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	421B-0864
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	11/07/1991, Annual	<b>Certified Max Gross Wt.:</b>	7450 lbs
<b>Time Since Last Inspection:</b>	68 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2198 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	GTSIO-520-H
<b>Registered Owner:</b>	GOLDEN SIERRA AVIATION	<b>Rated Power:</b>	375 hp
<b>Operator:</b>	DANA L. BRENNEMAN	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>	GOLDEN SIERRA AVIATION	<b>Operator Designator Code:</b>	OGSA

## 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	30 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17° C / 14° C
Precipitation and Obscuration:			
Departure Point:	(O05)	Type of Flight Plan Filed:	VFR
Destination:	OAKLAND, CA (OAK)	Type of Clearance:	None
Departure Time:	1708 PDT	Type of Airspace:	Class G

## Airport Information

Airport:	SHELTER COVE (OQ5)	Runway Surface Type:	Asphalt
Airport Elevation:	69 ft	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	3400 ft / 75 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Jeff Rich	Report Date:	09/28/1993
Additional Participating Persons:	MICHAEL DORRIS; OAKLAND, 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).