

National Transportation Safety Board  
Washington, DC 20594

Printed on : 9/30/2013 9:45:52 AM

Brief of Accident

Adopted 05/12/2009

WPR09LA108		02/04/2009		Mojave, CA		Aircraft Reg No. N834TP		Time (Local): 08:52 PST			
Make/Model:		Douglas / DC-3/65AR				Fatal		Serious		Minor/None	
Engine Make/Model:		Pratt&whitney / PT6A-65AR				Crew		0		0	
Aircraft Damage:		Substantial				Pass		0		0	
Number of Engines:		2									
Operating Certificate(s):		None									
Type of Flight Operation:		Instructional									
Reg. Flight Conducted Under:		Part 91: General Aviation									
Last Depart. Point:		Same as Accident/Incident Location				Condition of Light:		Day			
Destination:		Local Flight, CA				Weather Info Src:		Weather Observation Facility			
Airport Proximity:		On Airport/Airstrip				Basic Weather:		Visual Conditions			
Airport Name:		Mojave				Lowest Ceiling:		None			
Runway Identification:		30				Visibility:		40.00 SM			
Runway Length/Width (Ft):		12500 / 200				Wind Dir/Speed:		Variable / 003 Kts			
Runway Surface:		Asphalt; Concrete				Temperature (°C):		12			
Runway Surface Condition:		Dry				Precip/Obscuration:		No Obscuration; No Precipitation			
Pilot-in-Command		Age: 73				Flight Time (Hours)					
Certificate(s)/Rating(s)						Total All Aircraft:		18000			
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land; Glider; Helicopter						Last 90 Days:		50			
Instrument Ratings						Total Make/Model:		1326			
Airplane						Total Instrument Time:		600			

\*\*\* Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. \*\*\*

During the takeoff roll, the airplane began to drift to the right. Despite the certified flight instructor's and student's attempts, they were unable to stop the yaw and drift. As the airplane was about to depart the runway, the pilots did not reduce the throttles or apply brakes as they felt that it would be safer to attempt to get airborne. After departing the runway surface, the airplane collided with a series of berms, which sheared off the left landing gear and left engine. The right landing gear collapsed, and the airplane came to rest in a nose down attitude. Post accident examination revealed that the student pilot had inadvertently set the rudder trim to the full right position when he adjusted the rudder pedals during the prestart checks. The rudder trim was in the full right position for the takeoff, and found in the same position upon post accident inspection.

Updated at May 12 2009 3:38PM

Brief of Accident (Continued)

WPR09LA108 File No. 25298	02/04/2009	Mojave, CA	Aircraft Reg No. N834TP	Time (Local): 08:52 PST
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OCCURRENCES

Prior to flight - Preflight or dispatch event  
Takeoff - Loss of control on ground  
Takeoff - Runway excursion

FINDINGS

Aircraft-Aircraft systems-Flight control system-Rudder tab control system-Incorrect use/operation - C  
Personnel issues-Task performance-Use of equip/info-Use of checklist-Student pilot - C  
Personnel issues-Psychological-Attention/monitoring-Monitoring other person-Instructor/check pilot - F  
Personnel issues-Action/decision-Action-Delayed action-Instructor/check pilot - F  
Environmental issues-Physical environment-Terrain-Rough terrain-Contributed to outcome  
Personnel issues-Task performance-Use of equip/info-(general)-Student pilot - C  
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The student pilot failed to follow the checklist and set the takeoff trim properly prior to takeoff resulting in a loss of directional control. Contributing to the accident were the certified flight instructor's inadequate supervision and delayed remedial action.