



Aviation Investigation Factual Report

Location:	HEMET, California	Accident Number:	LAX98LA145
Date & Time:	March 25, 1998, 22:00 Local	Registration:	N22LD
Aircraft:	Duskin	Aircraft Damage:	Destroyed
Defining Event:	RANS S-14	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On March 25, 1998, about 2200 hours Pacific standard time, an experimental Rans S-14, N22LD, crashed while landing at Hemet, California. The aircraft was destroyed and the pilot received minor injuries. The aircraft was being operated as a personal flight by the owner/pilot under the provisions of 14 CFR Part 91 when the accident occurred. The flight was originating from the Hemet-Ryan airport at the time of the accident. Visual meteorological conditions prevailed and no flight plan was filed.

A Riverside county sheriff's deputy reported that he was in the sheriff's hangar when he heard the sound of what he thought was an ultralight aircraft landing on runway 23. He walked outside and saw an aircraft entering a left downwind. He walked back inside and a few seconds later heard the engine quit. He walked outside again and saw the aircraft descending toward the east side of the airport.

After the aircraft disappeared from his view near the departure end of the runway, he got in his truck and drove down the taxiway to see if he could find the aircraft and check on the welfare of the pilot. Subsequently, he found the aircraft and an adult male alone nearby. The deputy asked the unidentified man if he was hurt or needed help. He replied that he was all right and had not been hurt in the landing. He said he planned to wait until the next morning before he attempted to recover the aircraft. After he was satisfied that no help was needed the deputy returned to the hangar.

Shortly after 2300, the deputy was contacted by a Hemet police officer. The officer reported that he had arrested a man for driving while under the influence (DUI). He said the man told him that his aircraft had been stolen and then had crashed at the airport. The officer brought the subject to the hangar and the deputy identified him, by his clothing, as the man he had spoken with earlier at the aircraft. The man, now identified by name, also acknowledged that the deputy was the same person he had spoken with at the accident scene earlier that night.

On March 27, 1998, a man, who identified himself as the owner of the destroyed aircraft, telephoned a Federal Aviation Administration (FAA) inspector at the Riverside Flight Standards District Office. The caller, who was identified by name as the same person who was arrested for DUI, said that he wanted to report his aircraft stolen. The inspector advised him to report it to local police authorities. He replied that he had tried, however, the police did not believe him, and attempted to get him to confess that he had been the pilot of the aircraft at the time of the crash.

The inspector asked him for some details of the theft. He said he had gone to get something to eat about 1900 on the evening of his loss and had left his hangar open. When he returned about an hour later, he discovered that his aircraft was missing. He said he got very excited

and began running around the airport looking for it. He looked out across the approach end of runway 23 and saw the aircraft's tail sticking out of a mud bog between the runway and taxiway. He started running toward the aircraft but tripped and fell several times, injuring his leg and twisting his back.

After he reached the aircraft, he determined that it was, indeed, his and decided that he would tow it back to his hangar. He then ran to his car and drove into town to find a hardware store where he could buy a rope. While en route, he was arrested for DUI and returned to the airport by the arresting officer.

After his arrest, he was given a field sobriety test and a blood test. He said he thought he had passed the field sobriety test but was not certain if he had passed the blood test because he takes two antidepressant drugs, Zolaf and Busporin. The inspector asked him if taking those drugs disqualified him from holding an FAA medical certificate. He said that his "psychologist" did not think they did. He said he had been taking both of them for about 1.5 years.

He said that, after being held for several hours, he was taken to the hospital for a blood test and for treatment of his back and leg injuries. The results of the blood test taken at 0016 on March 26, 1998 revealed that his blood alcohol level was .07% (W/V). He was then released on his own recognizance.

He stated that the aircraft was destroyed and was now being stored at Ultrazone Aviation at the Hemet-Ryan airport.

The pilot returned only page 6 of the accident report. In the statement he stated that his aircraft was stolen while he was at dinner. When he returned he found that the aircraft has crashed near runway 23. He provided no other information.

The FAA reported that the aircraft had not been issued a valid airworthiness certificate at the time of the accident.

On March 24, 1999, a Safety Board administrative law judge found that he was, in fact, the pilot of the accident aircraft and that the pilot's medical certificate, issued on January 20, 1998, be revoked. The revocation was based on what was judged to be an intentionally falsified medical application.

Pilot Information

Certificate:	Private	Age:	40,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	450 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Duskin	Registration:	N22LD
Model/Series:	RANS S-14 RANS S-14	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	1296094
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	775 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:		Engine Model/Series:	582
Registered Owner:	LOUCORP, INC.	Rated Power:	66 Horsepower
Operator:	LOUIS RIDGE DUSKIN	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	RIV ,1538 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	21:55 Local	Direction from Accident Site:	292°
Lowest Cloud Condition:	Scattered / 2500 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12°C / 10°C
Precipitation and Obscuration:			
Departure Point:	(HMT)	Type of Flight Plan Filed:	None
Destination:	(HMT)	Type of Clearance:	None
Departure Time:	22:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	HEMET-RYAN HMT	Runway Surface Type:	Asphalt
Airport Elevation:	1512 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	
Runway Length/Width:	4314 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	33.729335,-117.050354(est)

Administrative Information

Investigator In Charge (IIC): Crispin, Robert

Additional Participating Persons: ERIC JACKSON; RIVERSIDE , CA

Report Date: July 19, 1999

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=30076>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).