



Aviation Investigation Final Report

Location:	AZTEC, New Mexico	Accident Number:	FTW92DQA01
Date & Time:	January 31, 1992, 16:39 Local	Registration:	N121WE
Aircraft:	AIR TRANS. INC LIGHTNING	WHITE	Aircraft Damage: Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WITNESSES SAW THE AIRPLANE EXECUTE A SLIP WHILE ON FINAL APPROACH. THE HIGH PERFORMANCE HOME BUILT AIRPLANE WAS THEN OBSERVED TO STALL AND ROLL OFF ON ONE WING. THE PRIVATE PILOT WHO WAS ALSO AN A&P MECHANIC WHO HAD WORKED ON THE AIRPLANE WAS ON HIS FIRST FLIGHT IN THE AIRCRAFT. THE OWNER HAD TOLD THE PILOT NOT TO FLY THE AIRPLANE PRIOR TO HIS ARRIVAL. THE DESIGNER STATED DURING THE INVESTIGATION THAT UNDER NO CIRCUMSTANCES SHOULD THE AIRPLANE EVER HAVE BEEN SLIPPED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADVERTENT STALL AND THE PILOT'S LACK OF EXPERIENCE IN THE ACCIDENT AIRCRAFT.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) STALL - INADVERTENT - PILOT IN COMMAND
2. (C) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 10, 1990
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1600 hours (Total, all aircraft), 1 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AIR TRANS. INC	Registration:	N121WE
Model/Series:	WHITE LIGHTNING WHITE LIGH	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	76
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	April 1, 1991 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	150 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-A
Registered Owner:	AIR TRANSPORTATION, INC.	Rated Power:	210 Horsepower
Operator:	AIR TRANSPORTATION, INC.	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:	Day
Observation Facility, Elevation:	FMN ,5500 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	16:17 Local	Direction from Accident Site:	47°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	10°C / -5°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	AZTEC MUNI Q19	Runway Surface Type:	Asphalt
Airport Elevation:	5877 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	
Runway Length/Width:	4300 ft / 50 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	1 Fatal	Latitude, Longitude:	36.819263,-107.99945(est)

Administrative Information

Investigator In Charge (IIC):	Hawley, Douglas
Additional Participating Persons:	MANUEL C LOPEZ; ALBUQUERQUE , NM
Original Publish Date:	July 23, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18322

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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](#).