



Aviation Investigation Final Report

Location:	EL MONTE, California	Accident Number:	LAX83LA196
Date & Time:	April 16, 1983, 11:05 Local	Registration:	N714ST
Aircraft:	HOMEBUILT STARDUSTER TWO	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT WAS OBSVD BY A TWR ATC SPECIALIST TO MAKE A NORMAL 3 PT LNDG AND ENTER INTO A L GD LOOP WHILE EXITING THE RWY ABT 1400 FT FM THE THRESHOLD. HE FURTHER STATED THAT THE ACFT WAS TRAVELING AT A 'MODERATE SPEED' WHILE EXITING THE RWY. ANOTHER ACFT WAS PREPARING TO TAXI ONTO THE TAXIWAY FM THE NW CORNER OF THE FUEL PIT AREA WHICH WAS DRECTLY INLINE WITH N714S7'S EXIT GROUND PATH. THE PATH OBSERVED A TAXING ACFT AND IN ORDER TO AVOID IT INTENTIONALLY 'GROUND LOOPED' IT.

Probable Cause and Findings

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

Findings

Occurrence #1: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

1. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

3. (C) GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
4. (F) LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Unknown Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 20, 1981
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	210 hours (Total, this make and model), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HOME BUILT	Registration:	N714ST
Model/Series:	STARDUSTER TWO STARDUSTER	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	869
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	August 9, 1982 Annual	Certified Max Gross Wt.:	1100 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	379 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:	MORTON KATZ	Rated Power:	265 Horsepower
Operator:		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:	EMT ,296 ft msl	Distance from Accident Site:	
Observation Time:	11:06 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:35 Local	Type of Airspace:	Class D

Airport Information

Airport:	EL MONTE EMT	Runway Surface Type:	Asphalt
Airport Elevation:	296 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	3995 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.080524,-118.030227(est)

Administrative Information

Investigator In Charge (IIC): Llorente, A.

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23682>

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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](#).