



Aviation Investigation Final Report

Location:	RIVERSIDE, California	Accident Number:	LAX84LA077
Date & Time:	November 27, 1983, 14:05 Local	Registration:	N7320Z
Aircraft:	CESSNA TU206F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 2 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT OF A CESSNA TU206F, N7320Z, STATED THAT HE ADVISED OTHER TRAFFIC OF HIS POSITION & INTENTIONS ON THE UNICOM FREQ AS HE ENTERED A STRAIGHT-IN APCH TO RWY 24. AT ABOUT THE SAME TIME, THE PLT OF A PITTS SPECIAL S-1, N20JK, HAD RETURNED FROM A LOCAL FLT & HAD REMAINED IN THE TRAFFIC PATTERN TO PRACTICE LANDINGS. THE PLT OF THE CESSNA SAID HIS ACFT WAS EQUIPPED WITH A SPOL MODIFICATION & HE FLEW HIS FINAL APCH AT 55 TO 60 KTS. HE SAID HE SAW THE PITTS STILL ON DOWNWIND WHEN HE WAS ON FINAL APCH. THE PLT OF THE PITTS SAID HE FLEW A STANDARD PATTERN & TURNED ONTO FINAL APCH ABOUT 3/4 MI OUT. HE DID NOT SEE THE CESSNA PRIOR TO THE ACCIDENT. THE ACFT COLLIDED WHILE THEY WERE IN THE LANDING FLARE/TOUCHDOWN PHASE FOR RWY 24. THE PITTS CONVERGED ON THE CESSNA FROM ABOVE. IT HIT THE RIGHT WING OF THE CESSNA AS THE CESSNA WAS TOUCHING DOWN. THE AIRMAN'S INFORMATION MANUAL RECOMMENDS THAT ACFT ENTER TRAFFIC ON DOWNWIND, ABEAM THE MIDPOINT OF THE RWY.

Probable Cause and Findings

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

Findings

Occurrence #1: MIDAIR COLLISION

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. (C) WIND INFORMATION - INADVERTENT - OTHER MAINTENANCE PERSONNEL

Factual Information

Pilot Information

Certificate:	Private	Age:	31, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 12, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	141 hours (Total, all aircraft), 98 hours (Total, this make and model), 100 hours (Pilot In Command, all aircraft), 107 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7320Z
Model/Series:	TU206F TU206F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20606356
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	November 9, 1983 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	315 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520-M
Registered Owner:	STEVEN L & STANLEY RITLAND	Rated Power:	285 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:	RAL ,816 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	14:21 Local	Direction from Accident Site:	225°
Lowest Cloud Condition:	Clear	Visibility	65 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	JOSHUA TREE , CA (L80)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	13:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	FLA-BOB RIR	Runway Surface Type:	Asphalt
Airport Elevation:	764 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3200 ft / 50 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 Minor, 1 None	Latitude, Longitude:	33.990676,-117.439842(est)

Administrative Information

Investigator In Charge (IIC): Llorente, A.

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

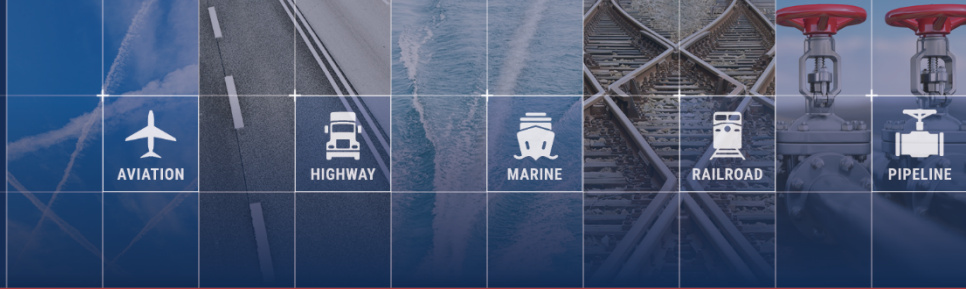
Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=24097>

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](#).



Aviation Investigation Final Report

Location:	RIVERSIDE, California	Accident Number:	LAX84LA077
Date & Time:	November 27, 1983, 14:05 Local	Registration:	N20JK
Aircraft:	KEPPLE SPECIAL S-1	PITTS	Aircraft Damage: Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT OF A CESSNA TU206F, N7320Z, STATED THAT HE ADVISED OTHER TRAFFIC OF HIS POSITION & INTENTIONS ON THE UNICOM FREQ AS HE ENTERED A STRAIGHT-IN APCH TO RWY 24. AT ABOUT THE SAME TIME, THE PLT OF A PITTS SPECIAL S-1, N20JK, HAD RETURNED FROM A LOCAL FLT & HAD REMAIND IN THE TRAFFIC PATTERN TO PRACTICE LANDINGS. THE PLT OF THE CESSNA SAID HIS ACFT WAS EQUIPPED WITH A SPOL MODIFICATION & HE FLEW HIS FINAL APCH AT 55 TO 60 KTS. HE SAID HE SAW THE PITTS STILL ON DOWNWIND WHEN HE WAS ON FINAL APCH. THE PLT OF THE PITTS SAID HE FLEW A STANDARD PATTERN & TURNED ONTO FINAL APCH ABOUT 3/4 MI OUT. HE DID NOT SEE THE CESSNA PRIOR TO THE ACCIDENT. THE ACFT COLLIDED WHILE THEY WERE IN THE LANDING FLARE/TOUCHDOWN PHASE FOR RWY 24. THE PITTS CONVERGED ON THE CESSNA FROM ABOVE. IT HIT THE RIGHT WING OF THE CESSNA AS THE CESSNA WAS TOUCHING DOWN. THE AIRMAN'S INFORMATION MANUAL RECOMMENDS THAT ACFT ENTER TRAFFIC DOWNWIND, ABEAM THE MIDPOINT OF THE RWY.

Probable Cause and Findings

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

Findings

Occurrence #1: MIDAIR COLLISION

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Private	Age:	54, 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:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 30, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	278 hours (Total, all aircraft), 3 hours (Total, this make and model), 218 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	KEPPLE	Registration:	N20JK
Model/Series:	PITTS SPECIAL S-1 PITTS SPEC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	751-H
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	March 7, 1983 Annual	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	86 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-290
Registered Owner:	ROBERT W. LOVELESS	Rated Power:	140 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

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Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	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:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	FLA-BOB RIR	Runway Surface Type:	Asphalt
Airport Elevation:	764 ft msl	Runway Surface Condition:	Dry
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Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

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