



Aviation Investigation Final Report

Location:	MADERA, California	Accident Number:	LAX84LA441
Date & Time:	August 18, 1984, 13:40 Local	Registration:	N62822
Aircraft:	BELL P-63C-5-BE	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PLTS OF A BELL P-63 (KING COBRA), N62822 & A NORTH AMERICAN P-51 (MUSTANG), N65206, WERE PARTICIPATING IN AN AIR- SHOW WHEN THE ACFT COLLIDED DURING LANDING. AN INVESTIGATION REVEALED THE P-63 PLT HAD MADE A 360 OVERHEAD PATTERN BEFORE LANDING. AT ABOUT THE SAME TIME, THE AIRSHOW CONTROLLER SAW THE P-51 ON A LONG FINAL APCH & INSTRUCTED THE P-63 PLT TO ROLL OUT TO THE END OF THE RWY AS ALL OTHER ACFT WERE DOING. ACCORDING TO THE P-51 PLT, THE P-63 LANDED ON THE L SIDE OF THE RWY & HE ASSUMED THE P-63 PLT WOULD STAY ON THE L SIDE PER THE PREFLT BRIEFING, BUT HE RADIOED TWICE FOR THE P-63 PLT NOT TO TURN RIGHT. THE P-63 PLT SAID HE LANDED ON THE RWY CENTERLINE & AT THE END OF HIS LANDING ROLL, HE TURNED RIGHT TOWARD A TAXI STRIP TO CLEAR THE RWY ASAP. ALSO HE SAID HE DID NOT HEAR THE RADIO CALLS ABOUT ROLLING TO THE END OF THE RWY OR NOT TO TURN RIGHT. AN AIRBORNE PLT SAID THE P-63 WAS ROLLING ON THE L SIDE WHEN THE P-51 LANDED WITH A SAFE INTERVAL, BUT THE P-63 MADE AN ABRUPT R TURN. THE P-51'S R WING TIP HIT THE P-63'S RUDDER.

Probable Cause and Findings

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

Findings

Occurrence #1: ABRUPT MANEUVER

Phase of Operation: LANDING

Findings

1. (C) INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
2. SAFETY ADVISORY - NOT IDENTIFIED - PILOT IN COMMAND
3. MANEUVER - PREMATURE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

4. (F) OBJECT - AIRCRAFT MOVING ON GROUND

Factual Information

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 25, 1984
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1189 hours (Total, all aircraft), 665 hours (Total, this make and model), 1056 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N62822
Model/Series:	P-63C-5-BE P-63C-5-BE	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Limited (Special)	Serial Number:	33-978
Landing Gear Type:	Retractable - Tricycle	Seats:	1
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	10950 lbs
Time Since Last Inspection:	14 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	625 Hrs	Engine Manufacturer:	ALLISON
ELT:	Installed, not activated	Engine Model/Series:	V1710
Registered Owner:	SOUTHPORT AVIATION, INC.	Rated Power:	2000 Horsepower
Operator:	ROBERT E. RIESER	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	D

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FAT ,332 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	13:52 Local	Direction from Accident Site:	108°
Lowest Cloud Condition:	Scattered / 12000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	37°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class A;Class G

Airport Information

Airport:	MADERA MAE	Runway Surface Type:	Asphalt
Airport Elevation:	253 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	4500 ft / 150 ft	VFR Approach/Landing:	Full stop;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:	

Administrative Information

Investigator In Charge (IIC): Crawford, Alan

Additional Participating Persons: PHYLLIS CLEVELAND; FRESNO , CA

Original Publish Date:

Last Revision Date:

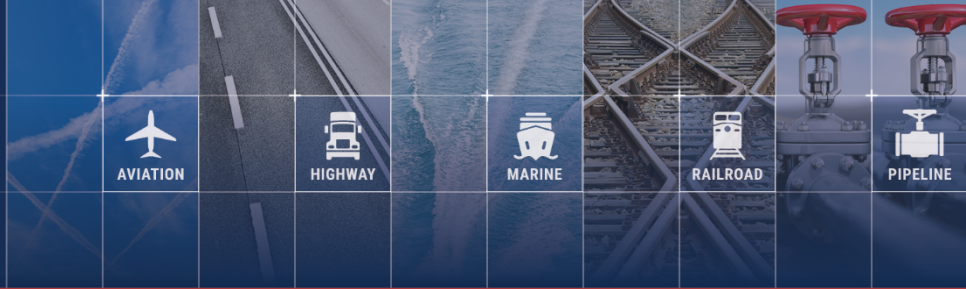
Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=24374>

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:	MADERA, California	Accident Number:	LAX84LA441
Date & Time:	August 18, 1984, 13:40 Local	Registration:	N65206
Aircraft:	NORTH AMERICAN P-51D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PLTS OF A BELL P-63 (KING COBRA), N62822 & A NORTH AMERICAN P-51 (MUSTANG), N65206, WERE PARTICIPATING IN AN AIR- SHOW WHEN THE ACFT COLLIDED DURING LANDING. AN INVESTIGATION REVEALED THE P-63 PLT HAD MADE A 360 OVERHEAD PATTERN BEFORE LANDING. AT ABOUT THE SAME TIME, THE AIRSHOW CONTROLLER SAW THE P-51 ON A LONG FINAL APCH & INSTRUCTED THE P-63 PLT TO ROLL OUT TO THE END OF THE RWY AS ALL OTHER ACFT WERE DOING. ACCORDING TO THE P-51 PLT, THE P-63 LANDED ON THE L SIDE OF THE RWY & HE ASSUMED THE P-63 PLT WOULD STAY ON THE L SIDE PER THE PREFLT BRIEFING, BUT HE RADIOED TWICE FOR THE P-63 PLT NOT TO TURN RIGHT. THE P-63 PLT SAID HE LANDED ON THE RWY CENTERLINE & AT THE END OF HIS LANDING ROLL, HE TURNED RIGHT TOWARD A TAXI STRIP TO CLEAR THE RWY ASAP. ALSO HE SAID HE DID NOT HEAR THE RADIO CALLS ABOUT ROLLING TO THE END OF THE RWY OR NOT TO TURN RIGHT. AN AIRBORNE PLT SAID THE P-63 WAS ROLLING ON THE L SIDE WHEN THE P-51 LANDED WITH A SAFE INTERVAL, BUT THE P-63 MADE AN ABRUPT R TURN. THE P-51'S R WING TIP HIT THE P-63'S RUDDER.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

1. (C) INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
2. SAFETY ADVISORY - NOT IDENTIFIED - PILOT OF OTHER AIRCRAFT
3. MANEUVER - PREMATURE - PILOT OF OTHER AIRCRAFT
4. (F) OBJECT - AIRCRAFT MOVING ON GROUND

Factual Information

Pilot Information

Certificate:	Private	Age:	46, 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:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 2, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1544 hours (Total, all aircraft), 235 hours (Total, this make and model), 550 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NORTH AMERICAN	Registration:	N65206
Model/Series:	P-51D P-51D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Limited (Special)	Serial Number:	44-74458
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	11600 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1350 Hrs	Engine Manufacturer:	Rolls-Royce
ELT:	Installed, not activated	Engine Model/Series:	IO-230
Registered Owner:	JOHN L. MARLIN, JR.	Rated Power:	1600 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	D

Meteorological Information and Flight Plan

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Lowest Cloud Condition:	Scattered / 12000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	37°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:20 Local	Type of Airspace:	Class A;Class G

Airport Information

Airport:	MADERA MAE	Runway Surface Type:	Asphalt
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Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

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Additional Participating Persons: PHYLLIS CLEVELAND; FRESNO , CA

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=24374>

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