



Aviation Investigation Final Report

Location:	PALM SPRINGS, California	Accident Number:	LAX84LA502
Date & Time:	September 30, 1984, 11:59 Local	Registration:	N12422
Aircraft:	CANADAIR T-33	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Aerial observation		

Analysis

THE PLT STATED THAT 'AS I CROSSED OVER THE FIELD BOUNDARY, LANDING WAS ASSURED SO I CLOSED THE THROTTLE. THE ACFT THEN PITCHED NOSE UP (SLIGHTLY), LEFT WING DROPPED & ACFT SANK OUT OF CONTROL TO TOUCHDOWN ON THE OVERRUN JUST SHORT OF THE THRESHOLD.' THE ACFT ROLLED OFF THE LT SIDE OF RWY 30 & CAME TO REST WITH THE GEAR COLLAPSED. THE PLT REPORTED THERE WAS NOTHING WRONG WITH THE ACFT.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	41, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 23, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5014 hours (Total, all aircraft), 42 hours (Total, this make and model), 4751 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CANADAIR	Registration:	N12422
Model/Series:	T-33 T-33	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	21341
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	June 30, 1984 Unknown	Certified Max Gross Wt.:	16800 lbs
Time Since Last Inspection:		Engines:	1 Turbo jet
Airframe Total Time:	2597 Hrs	Engine Manufacturer:	Rolls-Royce
ELT:		Engine Model/Series:	NENE-10
Registered Owner:	KAY J. ECKARDT	Rated Power:	5100 Lbs thrust
Operator:	CHINO JET, INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	07

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PSP ,448 ft msl	Distance from Accident Site:	
Observation Time:	11:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown / 18000 ft AGL	Visibility	30 miles
Lowest Ceiling:	Broken / 18000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	33°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PALM SPRINGS , CA (PSP)	Type of Flight Plan Filed:	None
Destination:	PALM SPRINGS , CA (PSP)	Type of Clearance:	VFR
Departure Time:	11:25 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	PALM SPRINGS MUNI PSP	Runway Surface Type:	Asphalt
Airport Elevation:	448 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	7013 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.84996,-116.559379(est)

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	DAVID COLVIN; RIVERSIDE , CA
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=24417

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](#).