



Aviation Investigation Final Report

Location:	GILROY, California	Accident Number:	LAX85LVM04
Date & Time:	July 13, 1985, 18:15 Local	Registration:	N3957D
Aircraft:	LARRY ROBBINS BAKENG DUCE	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT CRASHED AFTER CIRCLING A GROUND FIRE AT ABOUT 500 FT AGL. THE PLT SAID THAT SHE WAS WATCHING THE GRND FIRE WHEN SUDDENLY THE ACFT DROPPED TO THE LEFT. SHE ADDED POWER AND APPLIED OPPOSITE RUDDER BUT THE ACFT DID NOT RECOVER. SHE DOES NOT REMEMBER DETAILS OF THE ACCIDENT. THE ACFT CAME TO REST IN AN APRICOT ORCHARD.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) LOW PASS - PERFORMED - PILOT IN COMMAND
 2. (C) STALL - INADVERTENT - PILOT IN COMMAND
 3. (C) DIVERTED ATTENTION - PILOT IN COMMAND
 4. (C) REMEDIAL ACTION - INITIATED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	29,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 2, 1984
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1820 hours (Total, all aircraft), 75 hours (Total, this make and model), 1700 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LARRY ROBBINS	Registration:	N3957D
Model/Series:	BAKENG DUCE BAKENG DUC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	554
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 17, 1984 Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:	150 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	150 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O320-H2AD
Registered Owner:		Rated Power:	160 Horsepower
Operator:	LARRY A. ROBBINS	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/ 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HOLLISTER , CA (307)	Type of Flight Plan Filed:	None
Destination:	SAN JOSE , CA (SJC)	Type of Clearance:	None
Departure Time:	18:15 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	37.060218,-121.550682(est)

Administrative Information

Investigator In Charge (IIC): Howard, J.

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=24858>

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](#).