



Aviation Investigation Final Report

Location:	CORONA, California	Accident Number:	LAX87DUG05
Date & Time:	July 12, 1987, 17:20 Local	Registration:	N4628G
Aircraft:	EIPPER MX II	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE ATTEMPTING TO LAND ON RUNWAY 25 AT THE CORONA AIRPORT, CORONA, CALIFORNIA, IN GUSTING WIND CONDITIONS, THE AIRCRAFT STALLED AND COLLIDED WITH THE TERRAIN. THE PILOT SAID THAT THE 'EXTREME GUSTY WIND CONDITIONS' COMBINED WITH A VERY LIGHT AND STABLE AIRCRAFT 'CONTRIBED' (SIC) TO HIS LOSS OF CONTROL OF THE AIRCRAFT. THE PILOT FURTHER STATED THAT 'WIND BLOWING OVER TREES CAUSES ROLLING TURBULENCE'.

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: LANDING

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
3. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
4. (C) STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Student	Age:	39,Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
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:	June 30, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	95 hours (Total, all aircraft), 38 hours (Total, this make and model), 25 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	EIPPER	Registration:	N4628G
Model/Series:	QUICKSILVER MX II QUICKSILVE	Aircraft Category:	Ultralight
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	3450481
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	162 Hrs	Engine Manufacturer:	ROTAX
ELT:	Not installed	Engine Model/Series:	503
Registered Owner:	PERRY E. HUBBS	Rated Power:	
Operator:	FRED LEE TURNER	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	5 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	285°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAKE ELSINORE	Type of Flight Plan Filed:	None
Destination:	CORONA (L66)	Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	CORONA MUNICIPAL L66	Runway Surface Type:	Asphalt
Airport Elevation:	533 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3200 ft / 60 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Mcguire, Karl

Additional Participating Persons:

Original Publish Date: May 27, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=25300>

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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](#).