



Aviation Investigation Final Report

Location:	PANOCHE, California	Accident Number:	LAX90LA141
Date & Time:	April 1, 1990, 08:00 Local	Registration:	N27220
Aircraft:	FAIRCHILD SA227AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

THE COMMUTER AIR CARRIER CAPTAIN'S LAST SCHEDULED FLIGHT HAD TERMINATED IN SACRAMENTO ON 3/31. HE INFORMED HIS CARRIER THAT HE WOULD LIKE TO BE LOCATED IN THE LOS ANGELES OR SANTA BARBARA AREA BY 4/1. THEY OFFERED THE AIRPLANE WHICH NEEDED TO BE REPOSITIONED TO SANTA BARBARA. HE HAD NEVER PILOTED THE AIRPLANE SOLO, BUT DID NOT WANT TO WAIT FOR A CO-PILOT. THE PILOT STATED HE CLIMBED TO 17,500 FT, TRIMMED THE AIRPLANE FOR CRUISE FLIGHT, AND 'DOZED OFF' SEVERAL TIMES. WHEN HE LAST AWOKE THE AIRPLANE WAS DESCENDING AT OVER 300 KTS (VNE IS 246 KTS). HE WAS ONLY ABLE TO RECOVER USING ELECTRIC TRIM. THE UPPER WING SKIN PANEL DAMAGE WAS LATER OBSERVED BY A PASSENGER ON A SUBSEQUENT FLIGHT. ACCORDING TO THE AIRPLANE'S MANUFACTURER, THE AIRPLANE WOULD HAVE HAD TO EXPERIENCE A CALCULATED LOAD FACTOR OF 7.8 G'S TO SUSTAIN THE OBSERVED DAMAGE TO THE WING SKIN PANELS, STRINGERS AND MAIN SPARS. THE PILOT STATED HE HAD ONLY SLEPT 1-1/2 TO 2 HRS DURING THE PRECEDING 24-HR PERIOD.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S POOR JUDGMENT IN ATTEMPTING A FLIGHT WHILE BEING FATIGUED DUE TO THE LACK OF SLEEP WHICH RESULTED IN A LOSS OF CONTROL AND SUBSEQUENT OVERSTRESSING OF THE AIRPLANE.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE

Findings

1. (C) JUDGMENT - POOR - PILOT IN COMMAND
2. (C) AIRCRAFT CONTROL - UNCONTROLLED - PILOT IN COMMAND
3. (F) FATIGUE(LACK OF SLEEP) - PILOT IN COMMAND
4. (C) AIRSPEED(VNE) - EXCEEDED - PILOT IN COMMAND

Occurrence #2: ALTITUDE DEVIATION, UNCONTROLLED

Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #3: ABRUPT MANEUVER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	38, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 20, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	6304 hours (Total, all aircraft), 2093 hours (Total, this make and model), 5114 hours (Pilot In Command, all aircraft), 254 hours (Last 90 days, all aircraft), 115 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	FAIRCHILD	Registration:	N27220
Model/Series:	SA227AC SA227AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	AC-718
Landing Gear Type:	Retractable - Tricycle	Seats:	21
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	14500 lbs
Time Since Last Inspection:	0 Hrs	Engines:	2 Turbo prop
Airframe Total Time:		Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE 331-11
Registered Owner:	UNKNOWN	Rated Power:	1100 Horsepower
Operator:	SKYWEST AIRLINES INC.	Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Does Business As:		Operator Designator Code:	SWIA

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	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SACRAMNETO , CA (SMF)	Type of Flight Plan Filed:	Company VFR
Destination:	SANTA BARBARA , CA (SBA)	Type of Clearance:	None
Departure Time:	07:30 Local	Type of Airspace:	

Airport Information

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

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:	36.890953,-121.239868(est)

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	DAVID BOWKER; RIVERSIDE , CA
Original Publish Date:	December 14, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=26773

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