



Aviation Investigation Final Report

Location:	BIG BEAR, California	Accident Number:	LAX90LA228
Date & Time:	June 23, 1990, 13:20 Local	Registration:	N8081E
Aircraft:	NAVION A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACCORDING TO WITNESSES, THE AIRCRAFT WAS MAKING AN APPROACH TO RUNWAY 25 AND APPEARED TO BE VERY LOW. THE WITNESSES OBSERVED THE AIRCRAFT 'POP UP AND OVER SOME TREES AT THE END OF THE RUNWAY' THEN BEGIN TO SETTLE INTO THE FLARE OVER THE RUNWAY. THE WITNESSES REPORTED THAT THE AIRCRAFT SUDDENLY BEGAN VEERING OFF THE RIGHT SIDE OF THE RUNWAY. THE AIRCRAFT COLLIDED WITH THE AIRPORT WIND 'T', SEVERAL OTHER FACILITIES AND FOUR PARKED AIRCRAFT BEFORE COMING TO A STOP IN AN AIRCRAFT PARKING AREA. THE WITNESSES REPORTED THAT THE SURFACE WINDS CLOSE TO THE RUNWAY CONSISTED OF A LEFT CROSS WIND OF ABOUT 13 KNOTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO ADEQUATELY COMPENSATE FOR THE CROSS WIND ON HIS APPROACH.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. WEATHER CONDITION - CROSSWIND

2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 9, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	354 hours (Total, all aircraft), 247 hours (Total, this make and model), 330 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NAVION	Registration:	N8081E
Model/Series:	A A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	NAV-4-1753
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	E-225-4
Registered Owner:	UNKNOWN	Rated Power:	225 Horsepower
Operator:	RICHARD L. YOUNG	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	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LONG BEACH , CA (LGB)	Type of Flight Plan Filed:	None
Destination:	(L35)	Type of Clearance:	None
Departure Time:	12:15 Local	Type of Airspace:	

Airport Information

Airport:	BIG BEAR L35	Runway Surface Type:	Asphalt
Airport Elevation:	6750 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	5850 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	34.260498,-116.839263(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	DAN ALLISON; RIVERSIDE , CA
Original Publish Date:	November 23, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=26848

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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](#).