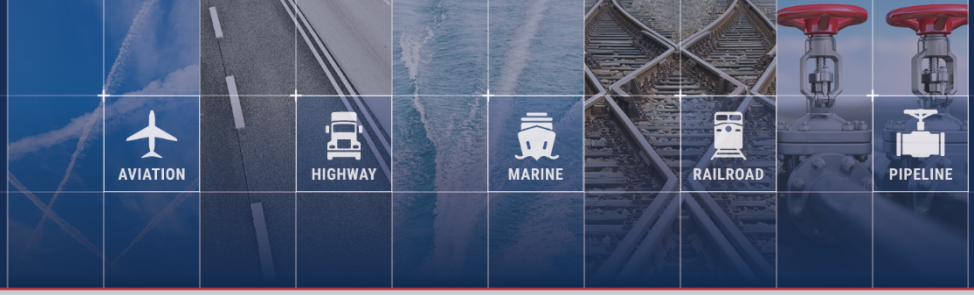

Aviation Investigation Final Report

Location:	GRANADA HILLS, California	**Accident Number:**	LAX91FA324
Date & Time:	July 22, 1991, 17:00 Local	**Registration:**	N77CQ
Aircraft:	BEECH 95-C55	**Aircraft Damage:**	Destroyed
Defining Event:		**Injuries:**	3 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A VISUAL APPROACH TO THE AIRPORT, THE TOWER CONTROLLER NOTICED THAT THE AIRPLANE WAS HIGH, AND INSTRUCTED THE PILOT TO GO AROUND AND ENTER A RIGHT DOWNWIND. REPEATED INSTRUCTIONS TO TURN TO DOWNWIND BROUGHT NO RESPONSE UNTIL A TURN WAS FINALLY INITIATED. AT THAT TIME THE PILOT DECLARED AN EMERGENCY, REPORTING THAT HE WAS HOLDING FULL BACK ELEVATOR, TRYING TO KEEP THE AIRPLANE IN THE AIR, AND THAT IT LOOKED LIKE HIS ELEVATORS WERE STUCK. THE AIRPLANE CONTINUED AWAY FROM THE AIRPORT AND ENTERED A NEAR VERTICAL HIGH SPEED DESCENT INTO A STORAGE BUILDING. INVESTIGATION REVEALED BOTH ELEVATOR TRIM ACTUATORS AT A 4 DEG NOSE DOWN TRIM POSITION, AND EVIDENCE INDICATES A 40 DEG DOWN ELEVATOR POSITION. NO MALFUNCTION OF THE ENGINES OR FLIGHT CONTROLS WERE FOUND. THE AUTOPILOT SYSTEM CONTROL MODULE WAS DESTROYED. THE PILOT HAD RECEIVED 7 HOURS OF TRAINING IN THE AIRPLANE, AND HAD 20 HOURS TOTAL TIME IN THE AIRPLANE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF DIRECTIONAL CONTROL FOLLOWING AN UNDETERMINED AUTOPILOT FAILURE, DURING WHICH THE PILOT FAILED TO PERFORM THE EMERGENCY PROCEDURE TO CORRECT A MIS-TRIM CONDITION. CONTRIBUTING TO THE ACCIDENT WAS A PERCEIVED ELEVATOR CONTROL PROBLEM; THE INABILITY OF THE PILOT TO OVERPOWER THE MIS-TRIM CONDITION; AND A LACK OF UNDERSTANDING AND TRAINING IN AUTOPILOT SYSTEMS AND FAILURES.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: GO-AROUND (VFR)

Findings
1. (F) FLT CONTROL SYST,ELEVATOR CONTROL - MOVEMENT RESTRICTED
2. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. (F) PHYSICAL STRENGTH OVERLOAD - PILOT IN COMMAND
4. (C) AUTOPILOT/FLIGHT DIRECTOR - UNDETERMINED
5. (F) AUTOPILOT - NOT UNDERSTOOD - PILOT IN COMMAND
6. (F) INADEQUATE TRANSITION/UPGRADE TRAINING - CHECK PILOT
7. (C) TRIM SETTING - NOT CORRECTED - PILOT IN COMMAND
8. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
9. (C) EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
10. (F) INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - FLIGHT INSTRUCTOR(ON GROUND)

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	**Age:**	50,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	February 14, 1990
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	555 hours (Total, all aircraft), 20 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	**Registration:**	N77CQ
Model/Series:	95-C55 95-C55	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	TE-299
Landing Gear Type:	Retractable - Tricycle	**Seats:**	6
Date/Type of Last Inspection:	June 20, 1991 Annual	**Certified Max Gross Wt.:**	5300 lbs
Time Since Last Inspection:	16 Hrs	**Engines:**	2 Reciprocating
Airframe Total Time:	3698 Hrs	**Engine Manufacturer:**	CONTINENTAL
ELT:	Installed, not activated	**Engine Model/Series:**	IO-520-C
Registered Owner:	BARGMAN, STUART	**Rated Power:**	285 Horsepower
Operator:	BARGMAN, STUART	**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:	VNY ,799 ft msl	**Distance from Accident Site:**	4 Nautical Miles
Observation Time:	17:05 Local	**Direction from Accident Site:**	153°
Lowest Cloud Condition:	Scattered / 20000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	8 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	130°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	27°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SAN JOSE , CA (SJC)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	VFR
Departure Time:	15:21 Local	**Type of Airspace:**	Class D

Airport Information

Airport:	VAN NUYS VNY	**Runway Surface Type:**	Asphalt
Airport Elevation:	799 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	16R	**IFR Approach:**	None
Runway Length/Width:	8001 ft / 150 ft	**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	**Aircraft Damage:**	Destroyed
Passenger Injuries:	2 Fatal	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	3 Fatal	**Latitude, Longitude:**	34.289405,-118.500534(est)

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	TOM HENNESSEE; VAN NUYS , CA SCOTT BOYLE; ARVADA , CO MIKE GRIMES; LANCASTER , CA JOHN WARD; WICHITA , KS
Original Publish Date:	July 31, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=27015