



# Aviation Investigation Final Report

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<b>Location:</b>	FALL RIVER MILL, California	<b>Accident Number:</b>	LAX92FA313
<b>Date &amp; Time:</b>	July 21, 1992, 17:40 Local	<b>Registration:</b>	N2359J
<b>Aircraft:</b>	BEECH 23	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation		

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## Analysis

THE PILOT WAS ATTEMPTING TO LAND IN A 20 KNOT RIGHT CROSSWIND WITH GUSTS TO ABOUT 25 KNOTS. ACCORDING TO THE P.O.H. THE AIRPLANES DEMONSTRATED CROSSWIND COMPONENT IS 13 KNOTS. THE PILOT INITIATED A GO AROUND AND DURING THE INITIAL CLIMB THE PILOT TURNED A CLOSE LEFT CROSSWIND GIVING THE AIRPLANE A 20 KNOT PLUS DIRECT TAILWIND. WITNESSES SAID THE AIRCRAFT NEVER GOT ABOVE 100 FEET, AND, AFTER NARROWLY MISSING A WATER TANK, IT SUDDENLY BANKED 90 DEGREES TO THE LEFT AND FELL TO THE GROUND. WITNESSES STATED THAT THE AIRPLANE WAS VERY LOW WITH POSITIVE ENGINE POWER. ACCORDING TO LOCAL AREA PILOTS, UNDER THE WIND CONDITIONS ON THE DAY OF THE ACCIDENT THE AREA JUST SOUTHWEST OF THE AIRPORT IS CAPABLE OF SEVERE TURBULENCE, WIND SHEARS AND DOWN DRAFTS ASSOCIATED WITH A SOUTHWESTERLY AIR FLOW OVER AND BETWEEN MOUNT HANEY AND SADDLE MOUNTAIN. WEIGHT AND BALANCE COMPUTATIONS WERE PERFORMED USING THREE DIFFERENT FUEL LOADS AND OTHER ESTIMATED WEIGHTS. ALL THREE CALCULATIONS PUT THE CENTER OF GRAVITY AT THE FORWARD C.G. LIMITS. DURING THE ON SCENE ACCIDENT INVESTIGATION A LUBRICANT CONTAINER WAS FOUND IN THE TAIL CONE AREA. A CLOSE EXAMINATION OF THE AREA REVEALED EVIDENCE OF CAN CONTACT AND RUBBING ON THE STABILATOR SERVO TAB ROD. THE ROD WAS FOUND BENT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOTS DECISION TO TURN DOWN WIND AT A CRITICAL PHASE OF THE GO AROUND WITH INADEQUATE AIRSPEED RESULTING IN A STALL MUSH UNCONTROLLED DESCENT. CONTRIBUTING TO THE ACCIDENT WAS THE UNFAVORABLE WIND CONDITIONS AND A STABILATOR INTERFERENCE CAUSED BY A LUBRICANT CONTAINER IN THE TAIL CONE.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: GO-AROUND (VFR)

### Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
  2. (F) WEATHER CONDITION - TURBULENCE
  3. (F) FLT CONTROL SYST,STABILATOR CONTROL CABLE/ROD - BINDING(MECHANICAL)
  4. (F) MAINTENANCE,INSPECTION - IMPROPER - OTHER MAINTENANCE PERSONNEL
  5. (F) STABILATOR - RESTRICTED
  6. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  7. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  8. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 7, 1992
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1405 hours (Total, all aircraft), 20 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N2359J
<b>Model/Series:</b>	23 23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	M317
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 16, 1992 Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-02B
<b>Registered Owner:</b>	JOHN P. HOWARD	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	GARY L. SMITH	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	40 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	20 knots / 25 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	REDDING , CA (RDD )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	FALL RIVER MILLS O89	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	3323 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	2	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3600 ft / 80 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	2 Fatal	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 Fatal	<b>Latitude, Longitude:</b>	41.009426,-121.469467(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Petterson, George
<b>Additional Participating Persons:</b>	ROY L HUTTO; SACRAMENTO , CA
<b>Original Publish Date:</b>	June 30, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=27444">https://data.nts.gov/Docket?ProjectID=27444</a>

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