



# Aviation Investigation Final Report

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<b>Location:</b>	ROSAMOND, California	<b>Accident Number:</b>	LAX93LA012
<b>Date &amp; Time:</b>	October 14, 1992, 13:50 Local	<b>Registration:</b>	N330RJ
<b>Aircraft:</b>	GILBERT                      SX300	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

THE INVESTIGATION WAS UNABLE TO DETERMINE WHO WAS ACTUALLY FLYING THE AIRPLANE AT THE TIME OF THE ACCIDENT. A 3,100 HOUR COMMERCIAL PILOT, WHO WAS THE OWNER AND BUILDER OF THE EXPERIMENTAL AIRPLANE, WAS IN THE RIGHT SEAT. THE LEFT SEAT WAS OCCUPIED BY HIS PRIVATE PILOT SON WHO HAD ABOUT 128 HOURS. THEY WERE ATTEMPTING TO LAND AT AN UNCONTROLLED AIRPORT ON RUNWAY 25. THE AIRPORT MANAGER AND FIXED BASE OPERATOR AT THE AIRPORT STATED THAT THE WINDS WERE OUT OF THE SOUTH AT ABOUT 25 MPH WITH GUSTS TO ABOUT 30 MPH. THE OPERATOR FURTHER STATED THAT THE AIRPLANE HAD MADE TWO OR THREE CLOSE IN LEFT HAND APPROACHES, EACH TIME OVERFLYING THE RUNWAY CENTERLINE ON THE TURN TO FINAL AND CORRECTING WITH STEEP BANKED TURNS BACK TO THE RUNWAY. WITNESSES REPORTED THAT THE AIRPLANE ROLLED INVERTED WHILE ON FINAL APPROACH FROM WHAT APPEARED TO BE AN 'ACCELERATED STALL.' THE AIRCRAFT WAS EXAMINED AT THE ACCIDENT SITE BY AN FAA AIRWORTHINESS INSPECTOR WHO REPORTED FINDING NO PREIMPACT MECHANICAL MALFUNCTIONS OR FAILURES.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOTS INADEQUATE COMPENSATION FOR THE WIND CONDITIONS AND HIS FAILURE TO MAINTAIN AN ADEQUATE AIRSPEED WHILE MANEUVERING WHICH LED TO AN INADVERTENT STALL SPIN.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

### Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
  2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

5. TERRAIN CONDITION - GROUND
6. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
7. ALTITUDE - INADEQUATE - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	68, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<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--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 3, 1991
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3100 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GILBERT	<b>Registration:</b>	N330RJ
<b>Model/Series:</b>	SX300 SX300	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	71
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	2400 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>		<b>Engine Model/Series:</b>	IO 540 AA1A5
<b>Registered Owner:</b>	JOHN D. GILBERT	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	JOHN D. GILBERT	<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>	WJF ,2347 ft msl	<b>Distance from Accident Site:</b>	9 Nautical Miles
<b>Observation Time:</b>	13:50 Local	<b>Direction from Accident Site:</b>	170°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	35 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	24 knots / 28 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	23°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	CARLSBAD , CA (CRQ )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ROSAMOND SKYPARK L00	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2415 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	25	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3600 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Fatal	<b>Latitude, Longitude:</b>	34.869361,-118.340446(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Petterson, George
<b>Additional Participating Persons:</b>	LEONARD SCHAUSTAL; VAN NUYS , CA
<b>Original Publish Date:</b>	August 26, 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=27845">https://data.nts.gov/Docket?ProjectID=27845</a>

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