Aviation Investigation Final Report

Location:	SALINAS, California	**Accident Number:**	LAX96LA056
Date & Time:	November 26, 1995, 09:48 Local	**Registration:**	N11768
Aircraft:	Monocoupe Aircraft 90A	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot executed a slipping maneuver to lose altitude while in the traffic pattern. During the maneuver he failed to execute a proper recovery and lost control of the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to properly recover from a slipping maneuver.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #3: NOSE OVER
Phase of Operation: DESCENT - UNCONTROLLED

Findings
3. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On November 26, 1995, at 0948 hours Pacific standard time, a Monocoupe 90A, N11768, crashed in an open field about 1/2 mile southeast of the approach end of runway 26 at Salinas Airport, Salinas, California. The pilot was conducting a local visual flight rules personal flight. The airplane, registered to and operated by the pilot and his wife, sustained substantial damage. The certificated private pilot, the sole occupant, sustained minor injuries. Visual meteorological conditions prevailed. The flight originated at Salinas Airport at 0930 hours.

The pilot reported in a telephone interview conducted on November 26, 1995, that he was practicing touch-and-go landings and takeoffs. He said he completed one landing and then reentered the traffic pattern. He said that the airplane was a little high while on final approach and he applied left rudder and right aileron to slip the airplane.

After losing a little altitude, the pilot neutralized the controls, but the airplane continued in a left turn. He applied additional rudder and aileron, but without success; the airplane continued in a turn. The pilot said that the airplane made at least two, 360-degrees turns but he was able to raise the airplane's nose before colliding with the terrain.

The airplane landed in a nose level, left wing down attitude and nosed over onto its back.

The pilot repeated his statement in the Pilot/Operator Aircraft Accident Report, NTSB 6120.1/2.

An airworthiness inspector from the FAA, San Jose [California] Flight Standards District Office, conducted the on-scene investigation. He said that he established operational continuity of the rudder and elevator flight controls. He said that the ailerons were jammed and could not be moved and that he could not determine if this condition occurred before impact. The inspector said, in part, ". . . the fuselage and wings were damaged in a manner that could have crimped the control cables. . . ."

The airplane wreckage was transported to Faeth Aircraft Salvage, Sacramento, California. At the request of the National Transportation Safety Board, another FAA inspector from the Sacramento Flight Standards District Office examined the flight control system. The inspector said that both wings were removed and that the ailerons were previously disconnected at the wing root at the time of his inspection.

He said that "there were no defects or abnormalities detected and the aileron system continuity existed." The cable pulleys were found properly positioned around the pulleys. The pulleys rotated freely, were securely fastened, and their respective guards were effective in maintaining the pulley in place. He said that the system hardware and linkage did not display

any ". . .binding, fractures, corrosion, bending, or defect which could attribute to binding or jamming the system. . . ." The aileron control surfaces were free and smooth and were adequately fitted with the appropriate clearance.

Pilot Information

Certificate:	Private	**Age:**	52,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	July 24, 1995
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	775 hours (Total, all aircraft), 55 hours (Total, this make and model), 649 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Monocoupe Aircraft	**Registration:**	N11768
Model/Series:	90A 90A	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	A697
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	May 10, 1995 Annual	**Certified Max Gross Wt.:**	1610 lbs
Time Since Last Inspection:	4 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	LAMBERT
ELT:	Not installed	**Engine Model/Series:**	R-266
Registered Owner:	FRANK A. & SHERRY JERANT	**Rated Power:**	90 Horsepower
Operator:		**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:	SNS ,84 ft msl	**Distance from Accident Site:**	
Observation Time:	09:45 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	30 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	8 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	280°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	16°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(SNS)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	00:00 Local	**Type of Airspace:**	Class D

Airport Information

Airport:	SALINAS SNS	**Runway Surface Type:**	Asphalt
Airport Elevation:	84 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	26	**IFR Approach:**	None
Runway Length/Width:	5005 ft / 200 ft	**VFR Approach/Landing:**	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Minor	**Latitude, Longitude:**	36.669002,-121.609458(est)

Administrative Information

Investigator In Charge (IIC):	Llorente, A.
Additional Participating Persons:	LES COLLINS; SAN JOSE , CA
Original Publish Date:	July 31, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=29343