



Aviation Investigation Final Report

Location:	LAKEPORT, California	Accident Number:	LAX82FVG22
Date & Time:	May 2, 1982, 09:30 Local	Registration:	N58ED
Aircraft:	OSPREY 2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT AFTER TAKEOFF, HE MADE A FEW TURNS AND THEN HEADED DOWNWIND FOR A LANDING WHEN HE LOST THE CONTROL OF AN AILERON. HE REPORTED THAT HE ENCOUNTERED A BAD VIBRATION, SO HE CUT THE POWER AND BROUGHT THE PLANE INTO A SMALL FIELD BY CROSSING UNDER HIGH POWERLINES. DURING THE LANDING, THE LEFT WING HIT SMUDGE POTS AND THE AIRCRAFT CARTWHEELED. AN INVESTIGATION REVEALED THAT THE LEFT AILERON, PUSH-PULL, ROD ASSEMBLY HAD PULLED LOOSE FROM THE ATTACHING SLEEVE AT THE BELL CRANK ATTACH POINT. THE ROD HAD BEEN BRAISED INTO THE SLEEVE RATHER THAN BEING RIVETED. THIS FAILURE RESULTED IN LOSS OF HALF OF THE AILERON AUTHORITY. THE PILOT WAS THE OWNER AND BUILDER OF THE AIRCRAFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (C) FLT CONTROL SYST,AILERON CONTROL - DISCONNECTED

2. (C) MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
- 4. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
- 5. (F) OBJECT

Factual Information

Pilot Information

Certificate:	Private	Age:	U
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 6, 1980
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	250 hours (Total, all aircraft), 17 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	OSPREY	Registration:	N58ED
Model/Series:	2 2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	128
Landing Gear Type:	Amphibian	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-320
Registered Owner:	ED STOLESEN	Rated Power:	160 Horsepower
Operator:	ED STOLESEN	Operating Certificate(s) Held:	
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	50 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	78°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAKEPORT , CA	Type of Flight Plan Filed:	None
Destination:	LAKEPORT , CA	Type of Clearance:	None
Departure Time:	09:15 Local	Type of Airspace:	

Airport Information

Airport:	LAMPSON	Runway Surface Type:	Macadam
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	3800 ft / 0 ft	VFR Approach/Landing:	None

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:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: May 2, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71339>

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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](#).