



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	PANOCHÉ, CA	<b>Accident Number:</b>	LAX90LA141
<b>Date &amp; Time:</b>	04/01/1990, 0800 PDT	<b>Registration:</b>	N27220
<b>Aircraft:</b>	FAIRCHILD SA227AC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Positioning

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## Analysis

THE COMMUTER AIR CARRIER CAPTAIN'S LAST SCHEDULED FLIGHT HAD TERMINATED IN SACRAMENTO ON 3/31. HE INFORMED HIS CARRIER THAT HE WOULD LIKE TO BE LOCATED IN THE LOS ANGELES OR SANTA BARBARA AREA BY 4/1. THEY OFFERED THE AIRPLANE WHICH NEEDED TO BE REPOSITIONED TO SANTA BARBARA. HE HAD NEVER PILOTED THE AIRPLANE SOLO, BUT DID NOT WANT TO WAIT FOR A CO-PILOT. THE PILOT STATED HE CLIMBED TO 17,500 FT, TRIMMED THE AIRPLANE FOR CRUISE FLIGHT, AND 'DOZED OFF' SEVERAL TIMES. WHEN HE LAST AWOKE THE AIRPLANE WAS DESCENDING AT OVER 300 KTS (VNE IS 246 KTS). HE WAS ONLY ABLE TO RECOVER USING ELECTRIC TRIM. THE UPPER WING SKIN PANEL DAMAGE WAS LATER OBSERVED BY A PASSENGER ON A SUBSEQUENT FLIGHT. ACCORDING TO THE AIRPLANE'S MANUFACTURER, THE AIRPLANE WOULD HAVE HAD TO EXPERIENCE A CALCULATED LOAD FACTOR OF 7.8 G'S TO SUSTAIN THE OBSERVED DAMAGE TO THE WING SKIN PANELS, STRINGERS AND MAIN SPARS. THE PILOT STATED HE HAD ONLY SLEPT 1-1/2 TO 2 HRS DURING THE PRECEDING 24-HR PERIOD.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S POOR JUDGMENT IN ATTEMPTING A FLIGHT WHILE BEING FATIGUED DUE TO THE LACK OF SLEEP WHICH RESULTED IN A LOSS OF CONTROL AND SUBSEQUENT OVERSTRESSING OF THE AIRPLANE.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: CRUISE

### Findings

1. (C) JUDGMENT - POOR - PILOT IN COMMAND
  2. (C) AIRCRAFT CONTROL - UNCONTROLLED - PILOT IN COMMAND
  3. (F) FATIGUE(LACK OF SLEEP) - PILOT IN COMMAND
  4. (C) AIRSPEED(VNE) - EXCEEDED - PILOT IN COMMAND
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Occurrence #2: ALTITUDE DEVIATION, UNCONTROLLED  
Phase of Operation: DESCENT - UNCONTROLLED

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Occurrence #3: ABRUPT MANEUVER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

5. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	11/20/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6304 hours (Total, all aircraft), 2093 hours (Total, this make and model), 5114 hours (Pilot In Command, all aircraft), 254 hours (Last 90 days, all aircraft), 115 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	FAIRCHILD	<b>Registration:</b>	N27220
<b>Model/Series:</b>	SA227AC SA227AC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	AC-718
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	21
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	14500 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	GARRETT
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TPE 331-11
<b>Registered Owner:</b>	UNKNOWN	<b>Rated Power:</b>	1100 hp
<b>Operator:</b>	SKYWEST AIRLINES INC.	<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	SWIA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	SACRAMNETO, CA (SMF)	Type of Flight Plan Filed:	Company VFR
Destination:	SANTA BARBARA, CA (SBA)	Type of Clearance:	None
Departure Time:	0730 PDT	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK	Report Date:	12/14/1992
Additional Participating Persons:	DAVID BOWKER; RIVERSIDE, CA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).