



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	PANOCHE, 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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

## 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

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

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

Occurrence #2: ALTITUDE DEVIATION, UNCONTROLLED  
Phase of Operation: DESCENT - UNCONTROLLED

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

## Findings

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

#### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	38
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Airplane
<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>Engines:</b>	2 Turbo Prop
<b>Operator:</b>	SKYWEST AIRLINES INC.	<b>Engine Manufacturer:</b>	GARRETT
<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135)	<b>Engine Model/Series:</b>	TPE 331-11
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

#### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>	-18°C	<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SACRAMNETO, CA (SMF)	<b>Destination:</b>	SANTA BARBARA, CA (SBA)

#### Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): WAYNE POLLACK      Adopted Date: 12/14/1992

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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

---

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.