



National Transportation Safety Board Aviation Accident Final Report

Location:	WILLOWS, CA	Accident Number:	LAX90DVG05
Date & Time:	05/02/1990, 1800 PDT	Registration:	N2069G
Aircraft:	LERSTANG LONG EZE	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT STATED HE EXPERIENCED A LOSS OF ENGINE POWER DURING A VISUAL APPROACH TO LAND. THE AIRCRAFT LANDED 20 FEET SHORT OF THE RUNWAY. EXAMINATION OF THE AIRCRAFT AND THE ENGINE REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION WITH THE ENGINE OR THE FLIGHT CONTROLS. THE WINDS WERE REPORTED TO BE VARIABLE AT 10 KNOTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOTS MISJUDGEMENT OF THE CORRECT LANDING SPOT AND ALLOWED THE AIRCRAFT TO DESCEND INTO THE GROUND WITHOUT TAKING PROPER AND TIMELY CORRECTIVE ACTION.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - MISJUDGED - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/11/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LERSTANG	Registration:	N2069G
Model/Series:	LONG EZE LONG EZE	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	1381
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	02/28/1990, Annual	Certified Max Gross Wt.:	1485 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:	405 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-235 C1B
Registered Owner:	MYRTON R LERSTANG	Rated Power:	108 hp
Operator:	LERSTANG, MYRTON R.	Operating Certificate(s) Held:	None

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:	Scattered / 9000 ft agl	Visibility	60 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-16°C / -16°C
Precipitation and Obscuration:			
Departure Point:	WILLOWS, CA (WLW)	Type of Flight Plan Filed:	None
Destination:	, CA	Type of Clearance:	None
Departure Time:	1800 PDT	Type of Airspace:	Class G

Airport Information

Airport:	WILLOWS GLENN CO. (WLW)	Runway Surface Type:	Asphalt
Airport Elevation:	139 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	4506 ft / 50 ft	VFR Approach/Landing:	Forced Landing; Traffic Pattern

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):	DIXIE J NORTON	Report Date:	09/21/1992
Additional Participating Persons:			
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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).