



National Transportation Safety Board Aviation Accident Final Report

Location:	SOLANA BEACH, CA	Accident Number:	LAX91FA020
Date & Time:	11/01/1990, 0745 PST	Registration:	N9956L
Aircraft:	GRUMMAN AA-1B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Aerial Observation

Analysis

THE AIRCRAFT WAS LOADED OVER GROSS WEIGHT WITH A CG OUTSIDE THE REAR ENVELOPE LIMIT. THE PIC AND REPORTER PROCEEDED TO THE SITE OF AN AUTO ACCIDENT. EVIDENCE SUPPORTS THE FACT THAT THE REPORTER, WHO WAS CURRENTLY RECEIVING DUAL INSTRUCTION AND HELD AN EXPIRED STUDENT PILOT CERTIFICATE, WAS FLYING THE AIRCRAFT. THE AIRCRAFT VIOLATED COMPANY MINIMUM ALTITUDE LIMITS BY DESCENDING TO ABOUT 800 FT AGL AND INITIATED A SERIES OF STEEP TURNS AT SLOW AIRSPEED. STATEMENTS FROM OTHER PILOTS ESTABLISHED THAT THE REPORTER LIKED TO CROSS CONTROL THE AIRCRAFT IN ORDER TO HAVE A BETTER VIEW OF THE GROUND. GROUND WITNESSES OBSERVED THE AIRCRAFT PERFORM AN ABRUPT MANEUVER THEN SPIN TO THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADVERTENT STALL/SPIN. FACTORS IN THE ACCIDENT WERE: THE PILOT'S DECISION TO ALLOW THE REPORTER PASSENGER TO FLY THE AIRCRAFT IN A CRITICAL FLIGHT SITUATION, HIS DECISION TO ALLOW THE AIRCRAFT TO DESCEND TO AN ALTITUDE TOO LOW TO ALLOW FOR CONTINGENCIES, AND THE FAILURE OF THE PILOT IN COMMAND TO ENSURE THAT THE AIRCRAFT WAS PROPERLY LOADED.

Findings

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

Findings

1. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. MANEUVER - INTENTIONAL - PASSENGER
4. (C) AIRSPEED - NOT MAINTAINED - PASSENGER
5. (C) STALL/SPIN - INADVERTENT - PASSENGER

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

Findings

6. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
7. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	31, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/08/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	945 hours (Total, all aircraft), 95 hours (Total, this make and model), 825 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N9956L
Model/Series:	AA-1B AA-1B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	0456
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1560 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-C2C
Registered Owner:	O'HARE PATRICK M.	Rated Power:	108 hp
Operator:	CALIFORNIA WINGS	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	CLWA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CRQ, 328 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	0747 PST	Direction from Accident Site:	340°
Lowest Cloud Condition:	Thin Broken / 2800 ft agl	Visibility	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	SAN DIEGO, CA (MYF)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0731 PST	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGE E PETERSON	Report Date:	02/12/1993
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).