



National Transportation Safety Board Aviation Accident Final Report

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| Location: | DOUGLAS, AZ | Accident Number: | LAX88FA103 |
| Date & Time: | 02/02/1988, 0847 MST | Registration: | N61305 |
| Aircraft: | CESSNA 150J | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 2 Fatal |

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE INSTRUCTOR PILOT AND HIS STUDENT, WHO HAD RECENTLY RECEIVED HIS PRIVATE AIRMAN'S CERTIFICATE, DEPARTED ON AN EARLY MORNING TRAINING FLIGHT. THE PRIVATE AIRMAN WAS CONTINUING HIS TRAINING TOWARDS A COMMERCIAL AIRMAN'S CERTIFICATE. A FLIGHT PLAN WAS NOT FILED FOR THE FLIGHT. THE AIRCRAFT WAS DISCOVERED MISSING APPROXIMATELY FOUR HOURS AFTER DEPARTURE AND AN AERIAL SEARCH WAS INITIATED. THE AIRCRAFT WRECKAGE WAS FOUND ABOUT FIVE MILES FROM THE AIRPORT, APPROXIMATELY THREE HOURS AFTER THE SEARCH BEGAN. THE WRECKAGE INDICATED THAT THE ACFT WAS TURNING LEFT IN A NOSE DOWN ATTITUDE AT THE MOMENT OF GROUND CONTACT. THE HORNS OF BOTH CONTROL YOKES WERE BROKEN. THE PROP SHOWED EVIDENCE OF ENGINE POWER AT IMPACT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADVERTENT ENTRY INTO A STALL/SPIN BY THE PILOT-IN-COMMAND.

Findings

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

Findings

1. (C) STALL/SPIN - INADVERTENT - DUAL STUDENT
 2. (C) REMEDIAL ACTION - INADEQUATE - DUAL STUDENT
 3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

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| Certificate: | Airline Transport; Flight Instructor; Commercial | Age: | 48, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land; Single-engine Sea | Seat Occupied: | Right |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | Airplane Multi-engine; Airplane Single-engine; Instrument Airplane | Toxicology Performed: | Yes |
| Medical Certification: | Class 1 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 05/19/1987 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 12000 hours (Total, all aircraft), 75 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|---------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N61305 |
| Model/Series: | 150J 150J | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 15070951 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | 12/16/1987, Annual | Certified Max Gross Wt.: | 1600 lbs |
| Time Since Last Inspection: | 14 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2468 Hours | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | O-320-E2D |
| Registered Owner: | COCHISE COMMUNITY COLLEGE | Rated Power: | 150 hp |
| Operator: | COCHISE COMMUNITY COLLEGE | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|--------------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | DUG, 4158 ft msl | Distance from Accident Site: | 3 Nautical Miles |
| Observation Time: | 0800 MST | Direction from Accident Site: | 340° |
| Lowest Cloud Condition: | Scattered / 10000 ft agl | Visibility | 50 Miles |
| Lowest Ceiling: | Broken / 20000 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 13 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 180° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 11° C / 5° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | DOUGLAS, AZ (P03) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 0730 MST | Type of Airspace: | |

Wreckage and Impact Information

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|---------------------|---------|----------------------|-----------|
| 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

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|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | JAMES A WALL | Report Date: | 03/01/1990 |
| Additional Participating Persons: | GEORGE GIBERSON; SCOTTSDALE, AZ BILL ROSS; WICHITA, KS | | |
| 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](#).