



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	FIREBAUGH, CA	<b>Accident Number:</b>	LAX84LA085
<b>Date &amp; Time:</b>	12/01/1983, 0650 PST	<b>Registration:</b>	N8837Q
<b>Aircraft:</b>	AERO COMMANDER S2R	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

THE PLT REPORTED THAT HE FORGOT TO REMOVE THE AILERON BLOCKS BEFORE THE FLIGHT. WHEN HE WAS TAKING OFF, THE ACFT BEGAN TO ROLL TO THE LEFT. HE WAS UNABLE TO CONTROL THE BANK ATTITUDE WITH RUDDER CONTROL, SO HE 'CUT' THE POWER. SECONDS LATER THE ACFT CRASH LANDED IN A SOFT, PLOWED FIELD & SUBSEQUENTLY CAME TO REST INVERTED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) FLT CONTROL SYST,AILERON CONTROL - LOCKED
  2. (C) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
  3. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
  4. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	58, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/23/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	25900 hours (Total, all aircraft), 8244 hours (Total, this make and model), 25675 hours (Pilot In Command, all aircraft), 219 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AERO COMMANDER	<b>Registration:</b>	N8837Q
<b>Model/Series:</b>	S2R S2R	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	1537R
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	11/04/1983, Annual	<b>Certified Max Gross Wt.:</b>	6000 lbs
<b>Time Since Last Inspection:</b>	15 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6317 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	R-1340-AN-1
<b>Registered Owner:</b>	TRI AIR INC.	<b>Rated Power:</b>	600 hp
<b>Operator:</b>	TRI AIR INC.	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
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	3 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	7° C
Precipitation and Obscuration:			
Departure Point:	, CA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0649 PST	Type of Airspace:	Class G

## Airport Information

Airport:	FIREBAUGH (Q49)	Runway Surface Type:	Dirt
Airport Elevation:	149 ft	Runway Surface Condition:	Dry; Soft
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	3100 ft / 60 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK	Report Date:	
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 <a href="mailto:pubinq@ntsb.gov">pubinq@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> .		

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](#).