

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 06/25/1992

LAX89LA284
File No. 1988 08/22/1989 SANTA PAULA, CA Aircraft Reg No. N1119E Time (Local): 14:30 PDT

Make/Model:	BELLANCA / 8KCAB	Fatal	0	Serious	0	Minor/None	2
Engine Make/Model:	LYCOMING / AEIO-360-H1A	Crew	0				
Aircraft Damage:	Substantial	Pass	0		0		0
Number of Engines:	1						
Operating Certificate(s):	None						
Type of Flight Operation:	Instructional						
Reg. Flight Conducted Under:	Part 91: General Aviation						

Last Depart. Point:	Same as Accident/Incident Location	Condition of Light:	Day
Destination:	Local Flight	Weather Info Src:	Witness
Airport Proximity:	On Airport	Basic Weather:	Visual Conditions
Airport Name:	SANTA PAUL	Lowest Ceiling:	None
Runway Identification:	22	Visibility:	10.00 SM
Runway Length/Width (Ft):	2650 / 40	Wind Dir/Speed:	220 / 004 Kts
Runway Surface:	Asphalt	Temperature (°C):	24
Runway Surface Condition:	Dry	Precip/Obscuration:	None

Pilot-in-Command	Age: 40	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 645
Flight Instructor; Commercial; Single-engine Land		Last 90 Days: 130
Instrument Ratings		Total Make/Model: 100
Airplane		Total Instrument Time: 105

THE PILOT UNDER TRAINING, WHO OCCUPIED THE FRONT SEAT, SAID THAT ON SHORT FINAL HE SAW A SET OF POWER LINES WHICH CROSSED THE EXTENDED RUNWAY CENTERLINE NEAR THE APPROACH END OF THE RUNWAY. HE SAID HE FELT THAT THE AIRCRAFT WAS NOT GOING TO CLEAR THE WIRES AND HE INCREASED THE AIRCRAFT NOSE PITCH ATTITUDE. A HIGH RATE OF SINK DEVELOPED AND THE AIRCRAFT STRUCK A PARKED TRUCK ON A STREET SHORT OF THE RUNWAY. THE CFI SAID THAT HE SAW THE PILOT UNDER TRAINING RAISE THE NOSE ATTITUDE BUT THAT HE DID NOT APPLY POWER 'BECAUSE OF THE AIRCRAFT PITCH-UP TENDENCY.' WITNESSES AT THE AIRPORT SAW THE AIRCRAFT APPROACH 'LOW AND FLAT.' ON SHORT FINAL THEY SAW THE AIRCRAFT NOSE COME UP AND THE AIRCRAFT STALLED 'THEN CAME DOWN LIKE AN ELEVATOR.' THIS WAS THE FIRST FLIGHT FOR THE PILOT UNDER TRAINING IN THIS AIRCRAFT TYPE.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) ELEVATOR - IMPROPER USE OF - DUAL STUDENT
 2. (F) INFORMATION INSUFFICIENT - DUAL STUDENT
 3. (F) LACK OF FAMILIARITY WITH AIRCRAFT - DUAL STUDENT
 4. (F) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND(CFI)
 5. (C) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)
 6. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND(CFI)

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
FAILURE OF THE INSTRUCTOR PILOT TO ADEQUATELY SUPERVISE THE CONDUCT OF THE FLIGHT AND TO TAKE TIMELY AND EFFECTIVE CORRECTIVE ACTION TO THE STUDENT'S IMPROPER CONTROL INPUTS.