



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BURBANK, CA	<b>Accident Number:</b>	LAX82FA161
<b>Date &amp; Time:</b>	05/08/1982, 0616 PDT	<b>Registration:</b>	N8007J
<b>Aircraft:</b>	SMITH AEROSTAR 600	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE AIRCRAFT DEPARTED INTO IFR CONDITIONS WITH A NON-INSTRUMENT RATED PILOT IN THE LEFT FRONT SEAT AND HIS WIFE, AN INSTRUMENT RATED PILOT, IN THE RIGHT FRONT SEAT. AFTER THE PILOT REPORTED CLIMBING THROUGH 2800 FT MSL, THE RADAR CONTROLLER OBSERVED THAT THE AIRCRAFT DEVIATED FROM THE COURSE AND BEGAN TO LOSE ALTITUDE. HE ATTEMPTED TO COMMUNICATE WITH THE PILOT, BUT WAS UNABLE. WITNESSES OBSERVED THE AIRCRAFT MANEUVER IN AND OUT OF THE OVERCAST. TWO WITNESSES WATCHED IT CHANGE COURSE TO THE RIGHT FROM SOUTHEAST TO NORTHWEST, PULL UP INTO THE OVERCAST, THEN DIVE OUT OF THE CLOUDS IN A NEAR VERTICAL ATTITUDE AND CRASH. DURING AN EXAMINATION OF THE WRECKAGE, NO PREIMPACT, MECHANICAL FAILURES WERE FOUND. THE AIRCRAFT WAS DESIGNED TO BE FLOWN IN INSTRUMENT CONDITIONS FROM ONLY THE LEFT FRONT SEAT.

## 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: CLIMB - TO CRUISE

### Findings

1. (C) PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
2. (C) INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
3. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - LOW CEILING
5. (F) WEATHER CONDITION - FOG
6. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/02/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	17000 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	SMITH AEROSTAR	Registration:	N8007J
Model/Series:	600 600	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	60-0493-160
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:	29 Hours	Engines:	2 Reciprocating
Airframe Total Time:	709 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-540-KIJ5
Registered Owner:	JUDITH GILL WAGNER	Rated Power:	300 hp
Operator:	JUDITH GILL WAGNER	Operating Certificate(s) Held:	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BUR, 0 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	0620	Direction from Accident Site:	325°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	58° C / 0° C
Precipitation and Obscuration:			
Departure Point:	BURBANK, CA (BUR)	Type of Flight Plan Filed:	None
Destination:	FARMINGTON, NV	Type of Clearance:	VFR on top
Departure Time:	0613	Type of Airspace:	

## Airport Information

Airport:	BURBANK (BUR)	Runway Surface Type:	Concrete
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	
Runway Length/Width:	6920 ft / 150 ft	VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	1 Fatal	Aircraft Explosion:	On-Ground
Total Injuries:	3 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Report Date:	05/08/1983
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](#).