



National Transportation Safety Board Aviation Accident Final Report

Location:	RANCHO MURIETA, CA	Accident Number:	LAX88FA015
Date & Time:	10/15/1987, 1528 PDT	Registration:	N121FJ
Aircraft:	DASSAULT-BREGUET DA 10	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

THE ACFT FLEW TO THE ARPT FOR A SALES DEMO FLT. THE CREW BOARDED THE ACFT AND TAXIED OUT FOR DEP. WITNESSES, INCLUDING TWO PLTS WITH AEROBATIC EXP, WATCHED THE ACFT DEP, MAKE A LEFT TRAFFIC PATTERN AND DO A LOW FLY-BY DOWN THE RWY. AT THE DEP END OF THE RWY, THE ACFT PITCHED UP INTO A STEEP CLIMB. AT 600 FT AGL, THE ACFT ENTERED A LEFT AILERON ROLL, WHICH THE WITNESSES SAID WAS 'SMOOTH, COORDINATED AND WITH THE NOSE ON THE POINT.' AT THE INVERTED POINT OF THE ROLL, THE ROLL CHANGED FROM AN AILERON TO A BARREL ROLL. ONE PILOT WITNESS SAID THAT IT APPEARED THE 'CREW LOST IT AT THE TOP' AND THAT THE CREW 'HELD THE BACK PRESSURE TOO LONG AT THE TOP.' AT THE 270 DEG POINT OF THE ROLL, THE ACFT WAS SEEN TO 'FALL OUT' OR 'DISH OUT' OF THE ROLL; IT RECOVERED TO WINGS LEVEL FLT AT ABOUT 100 FT AGL IN A VERY NOSE HIGH ATTITUDE SETTTLING INTO THE GROUND WITH A HIGH VERTICAL DESCENT RATE. NO PREIMPACT ENG OR CONTROL SYSTEM MALFUNCTIONS WERE FOUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IN FLIGHT LOSS OF CONTROL BY THE PILOT FLYING WHILE PERFORMING AN INTENTIONAL LOW LEVEL AEROBATIC MANEUVER.

Findings

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

Findings

1. (C) JUDGMENT - POOR - PILOT IN COMMAND
2. (C) AEROBATICS - INTENTIONAL - PILOT IN COMMAND
3. (F) OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. (F) ALTITUDE - INADEQUATE - PILOT IN COMMAND
5. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	49, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/01/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8407 hours (Total, all aircraft), 1200 hours (Total, this make and model), 6346 hours (Pilot In Command, all aircraft), 97 hours (Last 90 days, all aircraft), 44 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DASSAULT-BREGUET	Registration:	N121FJ
Model/Series:	DA 10 DA 10	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	192
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	01/07/1987, Continuous Airworthiness	Certified Max Gross Wt.:	19300 lbs
Time Since Last Inspection:	72 Hours	Engines:	2 Turbo Fan
Airframe Total Time:	475 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed	Engine Model/Series:	TFE 731-2-2A
Registered Owner:	FALCON JET CORPORATION	Rated Power:	3500 lbs
Operator:	FALCON JET CORPORATION	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MHR, 196 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1455 PDT	Direction from Accident Site:	278°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27° C / 7° C
Precipitation and Obscuration:			
Departure Point:	(0Q7)	Type of Flight Plan Filed:	None
Destination:	SAN JOSE, CA (SJC)	Type of Clearance:	None
Departure Time:	1525 PDT	Type of Airspace:	Class G

Airport Information

Airport:	RANCHO MURIETA (0Q7)	Runway Surface Type:	Asphalt
Airport Elevation:	142 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	3800 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JEFF RICH	Report Date:	11/02/1989
Additional Participating Persons:	R D NIELSON; SACRAMENTO, CA MARC VALLE; TETERBORO, NJ JOHN/J.D BUEHLER/DEANGELIS; TETERBORO, NJ PETER/ED BAKER/GONZALES; PHOENIX, AZ		
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](#).