



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LAKEPORT, CA	<b>Accident Number:</b>	LAX90FA336
<b>Date &amp; Time:</b>	09/29/1990, 1229 PDT	<b>Registration:</b>	N7250C
<b>Aircraft:</b>	LOCKHEED PV-2	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	8 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE AIRPLANE WAS OBSERVED MAKING SEVERAL LOW PASSES, WITH ITS SMOKE GENERATORS OPERATING, OVER SEAPLANES ANCHORED IN A LAKE. THE LAST PASS WAS REPORTEDLY AT AN ALTITUDE LESS THAN 50 FT, AND THEN THE AIRPLANE WAS OBSERVED ENTERING AN ABNORMALLY STEEP CLIMB, FOLLOWED BY A NEAR VERTICAL NOSE-DOWN ATTITUDE TO IMPACT. A VIDEO TAPE SHOWS THAT BOTH PROPELLERS WERE TURNING. THE PILOT HAD RECEIVED HIS MULTI-ENGINE RATING IN A BEECH 76 ON 3/6/90, AND HIS TYPE RATING IN THE AIRPLANE 3/28/90.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN AIRSPEED DURING A PULL-UP FROM A LOW PASS. FACTORS WHICH CONTRIBUTED TO THE ACCIDENT WERE: THE PILOT'S POOR JUDGEMENT IN BUZZING THE SEAPLANES WHICH RESULTED IN INSUFFICIENT ALTITUDE TO RECOVER FROM THE STALL, AND THE PILOT'S INEXPERIENCE IN THE AIRPLANE.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: OTHER

### Findings

1. (F) BUZZING - INTENTIONAL - PILOT IN COMMAND
2. (F) ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: OTHER

## Factual Information

### Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/18/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	811 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	LOCKHEED	Registration:	N7250C
Model/Series:	PV-2 PV-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Special Flight	Serial Number:	84061
Landing Gear Type:	Retractable - Tailwheel	Seats:	7
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	33000 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R2800-31
Registered Owner:		Rated Power:	2000 hp
Operator:	LACEY, DOUGLAS M.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
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	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	SANTA ROSA, CA (STS)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1200 PDT	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	7 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	8 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JAMES A WALL	Report Date:	04/26/1993
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:pubinquiry@ntsb.gov">pubinquiry@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](#).