



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SO. LAKE TAHOE, CA	<b>Accident Number:</b>	LAX92LA359
<b>Date &amp; Time:</b>	08/22/1992, 1303 PDT	<b>Registration:</b>	N339W
<b>Aircraft:</b>	TBM, SA TBM 700	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

ACCORDING TO THE AIRCRAFT OCCUPANTS, THE AIRCRAFT OWNER, WHO HOLDS A COMMERCIAL PILOT AND CFI CERTIFICATES, WAS OCCUPYING THE RIGHT FRONT SEAT. A FRIEND OF THE PILOT, A 246 HOUR PRIVATE PILOT WITH NO EXPERIENCE IN HIGH PERFORMANCE TURBINE POWERED AIRCRAFT, WAS IN THE LEFT SEAT AND FLYING THE AIRCRAFT UNDER THE DIRECTION OF THE OWNER. WHILE ON A STRAIGHT IN APPROACH TO THE AIRPORT, THE FLIGHT WAS ADVISED THREE TIMES BY THE ATCT OF A VARIABLE RIGHT CROSS WIND FROM 200 TO 220 DEGREES AT SPEEDS FROM 8 TO 14 KNOTS, WITH HIGHER GUST COMPONENTS. THE TOWER ALSO ADVISED THE FLIGHT OF REPORTS OF LIGHT TO MODERATE TURBULENCE ALL THE WAY TO THE GROUND. BOTH PILOTS REPORTED THAT THE AIRCRAFT HAD JUST TOUCHED DOWN ON RUNWAY 18 WHEN A SUDDEN CROSS WIND GUST LIFTED THE RIGHT WING. THE PRIVATE PILOT DID NOT CORRECT THE SITUATION AND THE AIRCRAFT OWNER COULD NOT OVERPOWER THE OTHER PILOTS CONTROL INPUTS IN TIME TO CORRECT FOR THE WIND GUST. THE LEFT WING TIP DRUG THE GROUND AND THE AIRCRAFT CARTWHEELED OFF THE LEFT SIDE OF THE RUNWAY AND INTO AN AIRPORT FENCE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF BOTH PILOTS TO ADEQUATELY ANTICIPATE AND COMPENSATE FOR THE VARIABLE CROSS WIND CONDITION, AND, THE PILOT IN COMMAND'S INADEQUATE SUPERVISION OF THE FLIGHT. A FACTOR IN THE ACCIDENT WAS THE LEFT SEAT PILOT'S LIMITED TOTAL EXPERIENCE AND EXPERIENCE IN HIGH PERFORMANCE AIRCRAFT TYPES.

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - COPILOT/SECOND PILOT
4. (F) LACK OF TOTAL EXPERIENCE - COPILOT/SECOND PILOT
5. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT/SECOND PILOT
6. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND
7. (C) DIRECTIONAL CONTROL - NOT MAINTAINED

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Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID

Phase of Operation: LANDING - ROLL

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/06/1992
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	845 hours (Total, all aircraft), 50 hours (Total, this make and model), 788 hours (Pilot In Command, all aircraft), 82 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	TBM, SA	<b>Registration:</b>	N339W
<b>Model/Series:</b>	TBM 700 TBM 700	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	39
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	03/24/1992, Annual	<b>Certified Max Gross Wt.:</b>	6579 lbs
<b>Time Since Last Inspection:</b>	94 Hours	<b>Engines:</b>	1 Turbo Prop
<b>Airframe Total Time:</b>	94 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	PT6A-64
<b>Registered Owner:</b>	WSTAGE AVIATION, INC.	<b>Rated Power:</b>	700 hp
<b>Operator:</b>	WALT K. WEISSMAN	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	STAGE AVIATION, INC.	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TVL, 6264 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1310 PDT	Direction from Accident Site:	1°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19° C / 3° C
Precipitation and Obscuration:			
Departure Point:	MONTEREY, CA (MRY)	Type of Flight Plan Filed:	IFR
Destination:	SO. LAKE TAHOE, CA (TVL)	Type of Clearance:	IFR
Departure Time:	1205 PDT	Type of Airspace:	Class D; Class E

## Airport Information

Airport:	SO. LAKE TAHOE (TVL)	Runway Surface Type:	Asphalt
Airport Elevation:	6264 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	Visual
Runway Length/Width:	8544 ft / 150 ft	VFR Approach/Landing:	Straight-in

## Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Jeff Rich	Report Date:	05/26/1993
Additional Participating Persons:	JIM WOODS; RENO, NV		
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.ntsb.gov/pubdms/">http://dms.ntsb.gov/pubdms/</a> .		

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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](#).