



National Transportation Safety Board Aviation Accident Final Report

Location:	SAN MIGUEL, CA	Accident Number:	LAX84FA396
Date & Time:	07/15/1984, 1845 PDT	Registration:	N8719
Aircraft:	TRAVEL AIR 4000	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

GROUND WITNESSES REPORTED THAT THIS & ANOTHER ACFT WERE ENGAGED IN A MOCK 'DOGFIGHT'; BOTH ACFT WERE CIRCLING THE ACCIDENT AREA BETWEEN 500-800 FT AGL & NEITHER ACFT WAS NEGOTIATING ANY AEROBATIC MANEUVERS. THE PLT STATED THAT DURING A DESCENDING 30 DEG RIGHT BANKING TURN, THE ACFT ENTERED INTO A RIGHT SPIN. CONTROL INPUTS, INCLUDING 'AFT STICK PRESSURE,' COULD NOT ARREST THE SPIN. THE PLT HAD NOT RECEIVED ANY SPIN/SPIN RECOVERY INSTRUCTION FROM A CFI IN THE ACFT. HOWEVER, THE PLT'S FATHER STATED HE HAD GIVEN THE PLT SPIN/SPIN RECOVERY INSTRUCTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. MANEUVER - PERFORMED - PILOT IN COMMAND
2. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
5. (F) INADEQUATE TRAINING - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Private	Age:	19, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/22/1983
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	146 hours (Total, all aircraft), 14 hours (Total, this make and model), 92 hours (Pilot In Command, all aircraft), 88 hours (Last 90 days, all aircraft), 58 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TRAVEL AIR	Registration:	N8719
Model/Series:	4000 4000	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1003
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/11/1984, Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	23 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3491 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	W-670-6N
Registered Owner:	TROY E. STIMSON	Rated Power:	220 hp
Operator:	TROY E. STIMSON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PRB, 836 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	1851 PDT	Direction from Accident Site:	321 °
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	Broken / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190 °	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31 ° C / 9 ° C
Precipitation and Obscuration:			
Departure Point:	PASO ROBLES, CA (PRB)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	A	D LLORENTE	Report Date:
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).