



National Transportation Safety Board Aviation Accident Final Report

Location:	Lancaster, CA	Accident Number:	LAX06CA070
Date & Time:	12/27/2005, 1446 PST	Registration:	N198X
Aircraft:	SOCATA TBM 700	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The airplane stalled on short final approach, and it impacted the ground. The purpose of the flight was for the student to receive dual flight instruction to become more acquainted with the airplane's handling characteristics. The student met with his certified flight instructor and received a briefing regarding the upcoming lesson involving, in part, takeoff and landing practice. The instructor directed his student to perform a simulated engine out approach, and engine power was reduced as the airplane glided toward the airport. The student entered a close in downwind approach and, at the direction of the instructor, then performed a left circling turn onto the base and final approach legs. The landing gear was lowered, and the student questioned the instructor regarding whether they could glide all the way to the runway. The instructor advised his student to maintain 90 knots airspeed. During the descent, as the airplane turned from the close in base leg onto the final approach leg, the instructor told his student "don't bank." The student rolled the wings level. Immediately thereafter, the left bank began a second time and the instructor again said, "Don't bank." The student replied, "I'm not." The instructor applied engine power and right rudder to reduce the left bank. The airplane stopped rolling left, and then rolled into a right bank, whereupon the right wing impacted the ground. At no time did the instructor direct his student to release the airplane's flight controls.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student's failure to maintain adequate airspeed, and the instructor's inadequate supervision and delayed remedial action, which resulted in a stall/mush.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) AIRSPEED(VSO) - NOT MAINTAINED - DUAL STUDENT
2. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - GROUND

Factual Information

Flight Instructor Information

Certificate:	Airline Transport; Flight Instructor	Age:	62, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	07/01/2005
Occupational Pilot:		Last Flight Review or Equivalent:	01/01/2005
Flight Time:	6296 hours (Total, all aircraft), 2921 hours (Total, this make and model), 179 hours (Last 90 days, all aircraft), 63 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Student Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Multi-engine Land; Single-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:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	12/01/2004
Occupational Pilot:		Last Flight Review or Equivalent:	04/01/2005
Flight Time:	1126 hours (Total, all aircraft), 15 hours (Total, this make and model), 18 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SOCATA	Registration:	N198X
Model/Series:	TBM 700	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	138
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	11/01/2005, Annual	Certified Max Gross Wt.:	6579 lbs
Time Since Last Inspection:		Engines:	1 Turbo Prop
Airframe Total Time:	1603 Hours at time of accident	Engine Manufacturer:	Pratt & Whitney Canada
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	PT6A-64
Registered Owner:	Clay Nordman	Rated Power:	
Operator:	Clay Nordman	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	WJF, 2348 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1456 PST	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Broken / 15000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	21° C / -4° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Camarillo, CA (CMA)	Type of Flight Plan Filed:	None
Destination:	Lancaster, CA (WJF)	Type of Clearance:	VFR
Departure Time:	1330 PST	Type of Airspace:	

Airport Information

Airport:	General Wm. J. Fox Airfield (WJF)	Runway Surface Type:	Asphalt
Airport Elevation:	2348 ft	Runway Surface Condition:	Dry
Runway Used:	06	IFR Approach:	None
Runway Length/Width:	7201 ft / 150 ft	VFR Approach/Landing:	Simulated Forced Landing; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	34.741111, -118.218611

Administrative Information

Investigator In Charge (IIC):	Wayne Pollack	Report Date:	04/25/2006
Additional Participating Persons:	Frank Motter; Federal Aviation Administration; Van Nuys, CA		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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/ .		

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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](#).