



National Transportation Safety Board Aviation Accident Final Report

Location:	CONCORD, CA	Accident Number:	LAX84MA392
Date & Time:	07/14/1984, 1212 PDT	Registration:	DIKKS
Aircraft:	PIPER PA-31T	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	6 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PIPER PA-31T WAS A FOREIGN REGISTERED ACFT (FEDERAL REPUBLIC OF GERMANY). THE OWNER/PLT IN THE LEFT FRONT SEAT HELD A GERMAN COMMERCIAL CERTIFICATE WITH AIRPLANE INSTRUMENT, SINGLE ENG LAND & MULTI-ENG LAND RATINGS. THE PLT IN THE RIGHT FRONT SEAT HELD AN AMERICAN PRIVATE CERTIFICATE WITH AN AIRPLANE SINGLE ENG LAND RATING. DURING ARRIVAL, THE ACFT WAS CLEARED TO ENTER A RIGHT TRAFFIC PATTERN FOR RWY 32R & WAS TO FOLLOW A DECATHLON THAT WAS LANDING ON THE SAME RWY. WHEN THE PA-31 AIRCREW CALLED TURNING ONTO A BASE LEG, THE TOWER ASKED IF THEY HAD THE DECATHLON IN SIGHT, BUT THEY DID NOT REPLY. THE DECATHLON PLT WAS THEN INSTRUCTED TO CHANGE HIS APCH TO 32L & WAS CLEARED TO LAND. THE PA-31 WAS OBSERVED TO OVERSHOOT THE TURN TO THE FINAL APCH COURSE TO RWY 32R. WITNESSES REPORTED THE ACFT MADE AN ERRATIC, SLOW SPEED, NOSE HI TURN AT LOW ALT, THEN IT ENTERED A RIGHT TURN, NOSE DOWN SPIN, CRASHED & BURNED. IMPACT OCCURRED ON A GROUND STRUCTURE. AN INVESTIGATION REVEALED NO PREIMPACT/PART FAILURE OR MALFUNCTION. FIRE DMG TO 5 AUTOS.

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: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (F) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 2. (F) DIVERTED ATTENTION - PILOT IN COMMAND
 3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. OBJECT - BUILDING(NONRESIDENTIAL)

Factual Information

Pilot Information

Certificate:	Foreign	Age:	49, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/02/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1400 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	DIKKS
Model/Series:	PA-31T PA-31T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	8120034
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	9000 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	PT6A-28
Registered Owner:	KLAUS SCHROTER	Rated Power:	620 hp
Operator:	KLAUS SCHROTER	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CCR, 23 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1212 PDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 15000 ft agl	Visibility	20 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	36° C
Precipitation and Obscuration:			
Departure Point:	SANTA MONICA, CA (SMO)	Type of Flight Plan Filed:	None
Destination:	CONCORD, CA (CCR)	Type of Clearance:	None
Departure Time:	0010 PDT	Type of Airspace:	Class D

Airport Information

Airport:	BUCHANAN (CCR)	Runway Surface Type:	Asphalt
Airport Elevation:	23 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	4600 ft / 150 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	6 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	M W FUNK II	Report Date:	
Additional Participating Persons:	GIBBONS; OAKLAND, CA R. MCKNIGHT; VERO BEACH, FL D BLAND; TROUTDALE, OR		
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](#).