



National Transportation Safety Board Aviation Accident Final Report

Location:	AGOURA, CA	Accident Number:	LAX82FA357
Date & Time:	09/26/1982, 1308 PDT	Registration:	N2622B
Aircraft:	AERO COMMANDER 520	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

DURING DEPARTURE, THE PILOT CLIMBED IN IFR CONDITIONS TO 6000 FT. AFTER LEVELING, A FREQUENCY CHANGE WAS MADE AND HE WAS CLEARED TO 8000 FT, WHICH HE ACKNOWLEDGED. ABOUT 2 MIN LATER, THE CONTROLLER RADIOED TO THE PILOT THAT HE WAS ABOUT 4 MI NORTH OF THE AIRWAY, BUT THERE WAS NO REPLY FROM THE PILOT. SHORTLY AFTER THAT RADAR CONTACT WAS LOST AND THE PLANE CRASHED IN MOUNTAINOUS TERRAIN. SEVERAL RESIDENTS IN THE AREA REPORTED HEARING EXTREMELY LOUD ENGINE NOISES FOLLOWED BY COMPLETE SILENCE. AN INVESTIGATION REVEALED THAT BOTH WINGS HAD SEPARATED OUTBOARD OF THEIR RESPECTIVE ENGINE NACELLE ASSEMBLIES. AN EXAMINATION OF THE FRACTURES REVEALED THE WINGS HAD SEPARATED FROM POSITIVE OVERLOAD. THE LEADING EDGES OF BOTH WINGS HAD BALLOONED UPWARD, INDICATIVE OF EXTREME AIRSPEED. THE EMPENNAGE HAD SEPARATED IN A YAW AND FROM RIGHT TORSIONAL OVERLOAD. PARTS OF THE AIRCRAFT WERE FOUND WITHIN A 1 MI ARC, NORTH OF THE MAIN IMPACT AREA. THE PILOT'S RECENT INSTRUMENT EXPERIENCE COULD NOT BE VERIFIED. TURBC WAS FCSTD BLO 8000 FT.

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: CLIMB - TO CRUISE

Findings

1. (F) WEATHER CONDITION - CLOUDS
 2. (F) WEATHER CONDITION - TURBULENCE IN CLOUDS
 3. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 4. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
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Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. WING,SPAR - OVERLOAD
 6. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 7. WING - SEPARATION
 8. STABILIZER - OVERLOAD
 9. STABILIZER - SEPARATION
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/31/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	AERO COMMANDER	Registration:	N2622B
Model/Series:	520 520	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	134
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5700 lbs
Time Since Last Inspection:	249 Hours	Engines:	2 Reciprocating
Airframe Total Time:	5198 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	GO-435-C2B2
Registered Owner:	DONALD NELSON	Rated Power:	260 hp
Operator:	DONALD NELSON	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LAX, 0 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1250	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Overcast / 900 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	67° C / 0° C
Precipitation and Obscuration:			
Departure Point:	HAWTHORNE, CA (HHR)	Type of Flight Plan Filed:	IFR
Destination:	SAN LUIS OBISPO, CA (SBP)	Type of Clearance:	IFR
Departure Time:	1253	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Report Date:	09/26/1983
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](#).