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National Transportation Safety Board **PRELIMINARY REPORT** **AVIATION**	NTSB ID: WPR12LA441	Most Critical Injury: Minor
	Occurrence Date: 09/30/2012	Investigated By: NTSB
	Occurrence Type: Accident	

Location/Time

Nearest City/Place	State	Zip Code	Local Time	Time Zone
Chula Vista	CA	91915	1835	PDT

Aircraft Information

Registration Number	Aircraft Manufacturer	Model/Series Number
N1532W	TEAM INC	Mini-Max/1300-R

Type of Aircraft: Airplane | Amateur Built Aircraft? Yes

Injury Summary:	Fatal	Serious	Minor	None
			1	

Revenue Sightseeing Flight: No | Air Medical Transport Flight: No

Narrative

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***

On September 30, 2012, about 1835 Pacific daylight time, an experimental amateur-built TEAM INC Mini-Max 1300-R light sport airplane, N1532W, was substantially damaged when it impacted terrain following a complete loss of engine power during approach to John Nichol's Field airport (OCL3), Chula Vista, California. The pilot/owner received minor injuries. The personal flight was conducted under the provisions of Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed, and no FAA flight plan was filed for the flight.

According to the pilot, he was not the builder of the aircraft, and had purchased the aircraft a few months prior to the accident. He based the aircraft at OCL3, which he termed an "ultralight park," and departed on the flight about 90 minutes before the accident. During the return to OCL3, when the aircraft was about 1 mile from the field, at an altitude of about 1,000 to 1,200 feet, the engine "froze up." The pilot selected a flat area in a park for his forced landing, but on the final approach, he realized that he had too much airspeed to land and stop in the available remaining distance, so he intentionally stalled the airplane to stop it quickly. The aircraft struck and came to rest against an embankment that bordered the park, and the pilot received minor injuries. The pilot reported that he "had no idea" why the engine ceased operation. Examination by a Chula Vista Police Department officer determined that the fuel tank was about 3/4 full after the accident.

According to Federal Aviation Administration (FAA) information, the aircraft was manufactured in 1991, and was equipped with a Rotax 503 series non-certificated engine. The pilot held a student pilot certificate.

The 1853 automated weather observation at an airport about 6 miles southwest of the accident location included calm winds; visibility 10 miles; clear skies; temperature 24 degrees C; dew point 17 degrees C; and an altimeter setting of 29.91 inches of mercury.
Updated on Oct 11 2012 5:11PM

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National Transportation Safety Board

PRELIMINARY REPORT AVIATION

NTSB ID: WPR12LA441

Occurrence Date: 09/30/2012

Occurrence Type: Accident

Other Aircraft Involved

Registration Number	Aircraft Manufacturer	Model/Series Number

Accident Information

Aircraft Damage: Substantial

Accident Occurred During:

Crew	Name	Certificate No.	Injury
Pilot	On File	On File	Minor
2			
3			
4			
5			
6			

Operator Information

Name	Operator Designator Code	Doing Business As
Steven B Smith		

Street Address	City	State	Zip Code
	Spring Valley	CA	91977

-Type of Certificate(s) Held: None

Air Carrier Operating Certificate(s):

Operating Certificate:

Operator Certificate:

Regulation Flight Conducted Under: Part 91: General Aviation

Type of Flight Operations Conducted: Personal

Flight Plan/Itinerary

Type of Flight Plan Filed: Unknown

	State	Airport Identifier
Last Departure Point: Same as Accident/Incident Location		OCL3
Destination: Local Flight	CA	OCL3

Weather Information

Investigator's Source: Unknown

Facility ID: KSDM

Observation Time (Local): 1853

Sky/Lowest Cloud Condition: Clear Ft. AGL

Lowest Ceiling: None Ft. AGL

Visibility: SM

Altimeter: 29.91 "Hg

National Transportation Safety Board
PRELIMINARY REPORT
AVIATION

NTSB ID:	WPR12LA441
Occurrence Date:	09/30/2012
Occurrence Type:	Accident

Weather Information

(Continued from page 2)

Temperature:	24 °C	Dew Point:	17 °C	Wind Direction:	Variable
Wind Speed:	Kts.	Gusts:	Kts.	Weather Conditions at Accident Site:	Visual Conditions

Administration Data

Notification From FAA Western Pacific ROC	Date
FAA District Office/Coordinator FAA FSDO Dan Johnson	Investigator-In-Charge (IIC) Michael C. Huhn

National Transportation Safety Board
Factual Data Collection Report of Accident

WPR12CA346

Aircraft Reg No: N9727F
Most Critial Injury: None

Location/Time

Nearest City/Place: Chula Vista, CA
Occurrence Date: 08/06/2012
Occurrence Time: 0930 PDT

Flight Itinerary

Last Depart. Point: Same as Accident/Incident Location
Destination: Local Flight, CA

Aircraft Information

Type of Aircraft: Airplane (not Homebuilt)
Make/Model: Cessna / 208
Serial Number: 20800151
Landing Gear: Tricycle
Engine Type: Turbo Prop
Engine Make/Model: P&W / PT6A SER
Aircraft Damage: Substantial
Aircraft Fire: None

Operator Information

Registered Acft Owner: TACTICAL AIR OPERATIONS INC
Operator of Aircraft: TACTICAL AIR OPERATIONS INC
Operator Address: CORONADO, CA
Reg. Flt. Conducted Under: Part 91: General Aviation

Weather

Condition of Light: Day
Wx Cond. at Site: Visual Conditions

First Pilot Information

Cert(s)/Rating(s): Airline Transport; Multi-engine Land; Single-engine Land

Instrument Ratings: Airplane
Medical Cert: Class 1
Date of Last Med. Exam: 11/2011

Flight Time (Hours)

Total All Aircraft: 4650
Total Make/Model: 800

Injury Summary

	Fatal	Serious	Minor/None
Crew	0	0	1
Pass	0	0	0

Narrative

*** This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1***

*** Note: NTSB investigators used data provided by various entities, including, but not limited to, the Federal Aviation Administration and/or the operator and did not travel in support of this investigation to prepare this aircraft accident report. ***

The pilot said that while on short final, the airplane experienced a sudden sink rate when the wind went from a head wind to calm conditions. He was unable to arrest the sink rate even after power was applied because of the lag time for the airplane's turbine engine to spool up. The airplane landed hard, short of the runway. After taxiing to the ramp, examination of the airplane revealed that the left side of the fuselage was dented and wrinkled, and the left main gear was found bent inboard of the axle and its brake assembly was missing.
Updated on Oct 9 2012 8:24AM

This space for binding

National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: LAX00LA049	Aircraft Registration Number: N192DC
	Occurrence Date: 12/05/1999	Most Critical Injury: Fatal
	Occurrence Type: Accident	Investigated By: NTSB

Location/Time

Nearest City/Place	State	Zip Code	Local Time	Time Zone
CHULA VISTA	CA	91914	1600	PST

Airport Proximity: Off Airport/Airstrip | Distance From Landing Facility:

Aircraft Information Summary

Aircraft Manufacturer	Model/Series	Type of Aircraft
Corbin/King	OSPREY 2 /OSPREY 2	Airplane

Revenue Sightseeing Flight: No | Air Medical Transport Flight: No

Narrative

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***

HISTORY OF FLIGHT

On December 5, 1999, about 1600 hours Pacific standard time, a Corbin/King Osprey 2, N192DC, was destroyed when it collided with Lower Otay Lake Reservoir near Chula Vista, California. The commercial pilot/owner, the sole occupant, was operating the airplane under the provisions of 14 CFR Part 91, and sustained fatal injuries. The personal flight departed its home base at Brown Field in San Diego, California, at 1537 on a local personal flight. Visual meteorological conditions prevailed and no flight plan had been filed.

A retired Federal Aviation Administration (FAA) inspector stated the pilot flew from Brown Field near Chula Vista to visit him at Ramona, California, and show him the recently purchased airplane. The pilot appeared in good health and spirits. The inspector looked at the airplane prior to departure and did not notice anything unusual. He said the engine sounded good and was running strong when it taxied away from his hangar about 1430.

An acquaintance told a coroner's investigator that he observed the pilot working in his hangar most of the day. They went flying in the acquaintance's airplane in the early afternoon. He said the pilot appeared to be in good spirits and expressed no complaints.

The FAA accident coordinator interviewed several witnesses. They reported hearing a loud noise, and then observed the airplane in a tight spiral with pieces floating in trail. The engine sound changed from a loud to a softer tone as the airplane rotated.

Sheriff deputies located the wreckage in Lower Otay Lake Reservoir. Some wreckage was floating, and some was at a depth of 45 feet down on the floor of the reservoir. Both wings and the fuselage/tail assembly were floating.

PERSONNEL INFORMATION

A review of Federal Aviation Administration (FAA) airman records revealed the pilot held a commercial pilot certificate with airplane single engine land and sea ratings. A limitation on the certificate prohibited the pilot from carrying passengers for hire at night and on cross-country flights of more than 50 nautical miles. The pilot held a second-class medical certificate that was issued on August 7, 1999. It had the limitations that the pilot must wear corrective lenses and noted that miscellaneous restrictions were assigned. An examination of the pilot's logbook indicated an estimated total flight time of 483 hours. He had an estimated 26 hours in this make and model. He logged about 6 hours in the last 90 days, 4 hours in the last 30 days, and 1 hour in the previous 24 hours.

AIRCRAFT INFORMATION

The airplane was a Corbin/King Osprey 2, serial number 192. A review of the airplane's logbooks revealed that the builder completed portions of the airplane in 1977. The airplane received approval for flight in 1989. The last condition inspection recorded in the logbooks on July 8, 1999, indicated a total airframe time of 75.7 hours. The airplane had a Textron Lycoming O-320-A2B engine, serial number L-4908-27, installed. The engine logbook indicated the engine had zero time since overhaul when the builders installed it on this airframe. The last entry in the engine logbook dated December 5, 1999, indicated a time of 108.3 hours.

METEOROLOGICAL CONDITIONS

A routine aviation weather report (METAR) for Brown Field was issued at 1556. It stated: skies clear; visibility 10 miles; winds from 280 degrees at 6 knots; temperature 61 degrees Fahrenheit; dew point 28 degrees Fahrenheit; altimeter 30.14 InHg.

MEDICAL AND PATHOLOGICAL INFORMATION

The San Diego County Coroner completed an autopsy. The FAA Toxicology and Accident Research Laboratory performed toxicological testing of specimens of the pilot. The results of analysis of the specimens were negative for carbon monoxide, cyanide, and volatiles. The analysis returned a positive result for amitriptyline. It detected 0.023 (ug/ml, ug/g) in blood and 0.069 (ug/ml, ug/g) in liver fluid. The analysis returned a positive result for nortriptyline. It detected 0.044 (ug/ml, ug/g) in blood and 0.289 (ug/ml, ug/g) in liver fluid.

The Safety Board's Medical Officer extracted the following information from records supplied by the pilot's family.

An FAA Regional Flight Surgeon informed the pilot by a letter dated October 8, 1998, that the pilot did not meet the medical standards required for certification because of his use of the drug Elavil. Elavil is the trade name for amitriptyline and nortriptyline is its active metabolite. His doctor had prescribed a 25 mg dose of Elavil prior to bedtime for relief of foot pain.

FAA Aviation Medical Examiners are instructed (1996 Guide for Aviation Medical Examiners, page 21) to defer certification to the FAA Aeromedical Certification division for any airman on "mood-ameliorating" medication. Correspondence from the pilot and his Aviation Medical Examiner indicated the pilot stopped taking the drug on September 28, 1998. The manager of the Aeromedical Certification Division informed the pilot by letter in February 1999 that he was ineligible for certification. However, the letter stated the pilot may be granted authorization for special issuance of his certificate. The letter continued that the operation of aircraft was prohibited if new symptoms or changes occurred that required a change in medication.

TESTS AND RESEARCH

An investigator from Textron Lycoming conducted an examination of the engine under the supervision of the FAA accident coordinator at Aviation Consulting International Corporation at Brown Field on December 13, 1999. The FAA inspector also examined the airframe and a summarization of the inspection results follows.

The engine and its pylon separated and exhibited damage to the left pylon struts and left engine rocker covers. The left side exhaust system was missing; the right side exhaust system exhibited severe damage. The carburetor and intake tubes were not recovered. The investigators established mechanical continuity for the valves, crankshaft, and accessory gears. The spark plugs displayed coloration for normal operation. The oil screen was clean.

The left wing separated from the fuselage at the forward left engine mount attach point. Its landing gear assembly was intact. The wing structure, upper and lower wing surfaces, and aileron with its control points exhibited very little damage.

National Transportation Safety Board
FACTUAL REPORT
AVIATION

NTSB ID: LAX00LA049

Occurrence Date: 12/05/1999

Occurrence Type: Accident

Narrative (Continued)

The inspector observed a tensile fracture on the upper surface and a compression fracture on the lower surface.

The right wing exhibited much more extensive damage than the left wing. Most of the wing was destroyed. Fragments of the wing's leading edge contained aft crush damage. Deputies recovered fragments of the aileron, but the main landing gear remained missing.

The canopy appeared undamaged. Deputies did not recover any instruments. The cockpit engine controls, rudder pedals, and nose wheel remained attached to their respective control cables.

The aft fuselage and empennage were fragmented. The vertical stabilizer and rudder assembly remained attached, but bent to the right. The rudder control cables remained connected. The horizontal stabilizers and elevators fragmented; the remaining portions exhibited crush damage.

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX00LA049

Occurrence Date: 12/05/1999

Occurrence Type: Accident

Landing Facility/Approach Information

Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
		Ft. MSL	0		

Runway Surface Type:

Runway Surface Condition:

Approach/Arrival Flown:

VFR Approach/Landing:

Aircraft Information

Aircraft Manufacturer	Model/Series	Serial Number
Corbin/King	OSPREY 2 /OSPREY 2	192

Airworthiness Certificate(s): Experimental (Special)

Landing Gear Type: Amphibian

Amateur Built Acft?	Number of Seats:	Certified Max Gross Wt.	Number of Engines:
Yes	2	1560 LBS	1

Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:
Reciprocating	Lycoming	O-320-A2B	150 HP

- Aircraft Inspection Information

Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time
Annual	06/1999	33 Hours	108 Hours

- Emergency Locator Transmitter (ELT) Information

ELT Installed?/Type	ELT Operated?	ELT Aided in Locating Accident Site?

Owner/Operator Information

Registered Aircraft Owner	Street Address	City	State	Zip Code
LEONARD AINSWORTH		SAN MARCOS	CA	92069

Operator of Aircraft	Street Address	City	State	Zip Code
LEONARD AINSWORTH		SAN MARCOS	CA	92069

Operator Does Business As:

Operator Designator Code:

- Type of U.S. Certificate(s) Held: None

Air Carrier Operating Certificate(s):

Operating Certificate:

Operator Certificate:

Regulation Flight Conducted Under: Part 91: General Aviation

Type of Flight Operation Conducted: Personal

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX00LA049

Occurrence Date: 12/05/1999

Occurrence Type: Accident

First Pilot Information

Name	City	State	Date of Birth	Age
On File	On File	On File	On File	62

Sex: M | Seat Occupied: Unknown | Occupational Pilot? Business | Certificate Number: On File

Certificate(s): Commercial

Airplane Rating(s): Single-engine Land; Single-engine Sea

Rotorcraft/Glider/LTA:

Instrument Rating(s): None

Instructor Rating(s): None

Current Biennial Flight Review?

Medical Cert.: Class 2 | Medical Cert. Status: Valid Medical--w/ waivers/lim. | Date of Last Medical Exam: 09/1999

- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Mult-Engine	Night	Instrument Actual	Instrument Simulated	Rotorcraft	Glider	Lighter Than Air
Total Time	483	26	483		1					
Pilot In Command(PIC)		26			1					
Instructor										
Instruction Received										
Last 90 Days		6	6							
Last 30 Days		4	4							
Last 24 Hours		1	1							

Seatbelt Used? Unknown | Shoulder Harness Used? Unknown | Toxicology Performed? Yes | Second Pilot? No

Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point	State	Airport Identifier	Departure Time	Time Zone
SAN DIEGO	CA	SDM	1537	PST

Destination	State	Airport Identifier
Local Flight		

Type of Clearance: None

Type of Airspace: Class D

Weather Information

Pilot's Source of Wx Information:

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX00LA049

Occurrence Date: 12/05/1999

Occurrence Type: Accident

Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
SDM	1556	PST	526 Ft. MSL	5 NM	190 Deg. Mag.

Sky/Lowest Cloud Condition: Clear 0 Ft. AGL | Condition of Light: Day

Lowest Ceiling: None 0 Ft. AGL | Visibility: 10 SM | Altimeter: 30.00 "Hg

Temperature: 61 °C | Dew Point: 28 °C | Weather Conditions at Accident Site: Visual Conditions

Wind Direction: 240 | Wind Speed: 7 | Wind Gusts:

Visibility (RVR): 0 Ft. | Visibility (RVV) 0 SM

Precip and/or Obscuration:

Accident Information

Aircraft Damage: Destroyed | Aircraft Fire: None | Aircraft Explosion None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -	1				1
Other Ground	0	0	0		0
- GRAND TOTAL -	1	0	0		1

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX00LA049

Occurrence Date: 12/05/1999

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

HOWARD D. PLAGENS

Additional Persons Participating in This Accident/Incident Investigation:

SWEDE GAMBLE
SAN DIEGO, CA

MARK PLATT
VAN NUYS, CA

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National Transportation Safety Board **FACTUAL REPORT** **AVIATION**	NTSB ID: LAX99LA075	Aircraft Registration Number: N8188
	Occurrence Date: 01/16/1999	Most Critical Injury: None
	Occurrence Type: Accident	Investigated By: NTSB

Location/Time

Nearest City/Place	State	Zip Code	Local Time	Time Zone
CHULA VISTA	CA	91909	0950	PST

Airport Proximity: Off Airport/Airstrip | Distance From Landing Facility:

Aircraft Information Summary

Aircraft Manufacturer	Model/Series	Type of Aircraft
Hanson	HANSON TAILWIND W-8 /HANSON TAI	Airplane

Revenue Sightseeing Flight: No | Air Medical Transport Flight: No

Narrative

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***

On January 16, 1999, at 0950 hours Pacific standard time, an amateur built experimental Hanson Tailwind W-8, N8188, experienced a loss of engine power and impacted terrain near Brown Field, San Diego, California. The aircraft, operated under 14 CFR Part 91, was destroyed. The private pilot/owner/builder and one passenger were not injured. Visual meteorological conditions existed for the local area personal flight and no flight plan was filed.

The pilot reported that no abnormalities were experienced with the takeoff and climbout from Brown Field. He stated that they flew through the San Diego Bay visual flight rules (VFR) corridor at 4,500 feet mean sea level (msl) on a 330-degree heading. The pilot reported that they then flew over the east end of Lindbergh field and made a turn to a heading of 085 degrees and descended to 3,500 feet msl. He stated that at this point he noted the oil temperature was above redline. As the descent continued to 3,000 feet msl, the oil temperature decreased slightly. However, the pilot noted that the cylinder head temperature, exhaust temperature, and the pressure "were in the green."

At 0945, the engine "clattered to a stop," and the pilot setup for an emergency landing. The propeller was wind milling until he started the landing flare. After landing, the aircraft traveled approximately 20 feet before the main landing gear dug into the soft ground. The aircraft came up on its nose and then vaulted vertically onto its tail, continuing over in a 360-degree turn before coming to rest upright on its landing gear. The pilot stated that both he and his passenger were able to exit the aircraft unaided.

The Federal Aviation Administration inspector who examined the engine reported that the number 3 bearing was melted, the number 3 connecting rod had separated, and the engine case was punctured. He further reported that the engine logbook was in compliance with the required condition inspection. The engine had accrued approximately 605 total hours, with the last condition inspection on February 2, 1998.

A Lycoming representative stated that this model engine was last manufactured in the 1940's as a ground power unit only and was not intended for aircraft use.

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National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX99LA075

Occurrence Date: 01/16/1999

Occurrence Type: Accident

Landing Facility/Approach Information

Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
		Ft. MSL	0		

Runway Surface Type:

Runway Surface Condition:

Approach/Arrival Flown: NONE

VFR Approach/Landing: Forced Landing

Aircraft Information

Aircraft Manufacturer	Model/Series	Serial Number
Hanson	HANSON TAILWIND W-8 /HANSON TAI	PCH-1

Airworthiness Certificate(s): Experimental (Special)

Landing Gear Type: Tailwheel

Amateur Built Acft?	Number of Seats:	Certified Max Gross Wt.	Number of Engines:
Yes	2	1382 LBS	1

Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:
Reciprocating	Lycoming	O-290-GPU	125 HP

- Aircraft Inspection Information

Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time
Annual	03/1998	Hours	605 Hours

- Emergency Locator Transmitter (ELT) Information

ELT Installed?/Type	ELT Operated?	ELT Aided in Locating Accident Site?
Yes /	Yes	Yes

Owner/Operator Information

Registered Aircraft Owner	Street Address	City	State	Zip Code
PAUL C. HANSON	2439 DEERPARK DR.	SAN DIEGO	CA	92110

Operator of Aircraft	Street Address	City	State	Zip Code
PAUL C. HANSON	2439 DEERPARK DR.	SAN DIEGO	CA	92110

Operator Does Business As:

Operator Designator Code:

- Type of U.S. Certificate(s) Held: None

Air Carrier Operating Certificate(s):

Operating Certificate:

Operator Certificate:

Regulation Flight Conducted Under: Part 91: General Aviation

Type of Flight Operation Conducted: Personal

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX99LA075

Occurrence Date: 01/16/1999

Occurrence Type: Accident

First Pilot Information

Name	City	State	Date of Birth	Age
On File	On File	On File	On File	71

Sex: M | Seat Occupied: Left | Occupational Pilot? Unknown | Certificate Number: On File

Certificate(s): Private

Airplane Rating(s): Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): None

Instructor Rating(s): None

Current Biennial Flight Review?

Medical Cert.: Class 3 | Medical Cert. Status: Valid Medical--w/ waivers/lim. | Date of Last Medical Exam: 04/1997

- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Mult-Engine	Night	Instrument Actual	Instrument Simulated	Rotorcraft	Glider	Lighter Than Air
Total Time	1597	1379	1597							
Pilot In Command(PIC)	1550		1550							
Instructor										
Instruction Received										
Last 90 Days		19								
Last 30 Days		6								
Last 24 Hours		4								

Seatbelt Used? Yes | Shoulder Harness Used? Yes | Toxicology Performed? No | Second Pilot? No

Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point	State	Airport Identifier	Departure Time	Time Zone
Same as Accident/Incident Location		SDM	0930	PST

Destination	State	Airport Identifier
Local Flight		

Type of Clearance: None

Type of Airspace: Class E

Weather Information

Pilot's Source of Wx Information:

No record of briefing

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX99LA075

Occurrence Date: 01/16/1999

Occurrence Type: Accident

Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
SDM	0956	PST	524 Ft. MSL	5 NM	180 Deg. Mag.

Sky/Lowest Cloud Condition: Clear 0 Ft. AGL | Condition of Light: Day

Lowest Ceiling: None 0 Ft. AGL | Visibility: 8 SM | Altimeter: 30.00 "Hg

Temperature: 16 °C | Dew Point: 5 °C | Weather Conditions at Accident Site: Visual Conditions

Wind Direction: Variable | Wind Speed: 4 | Wind Gusts:

Visibility (RVR): 0 Ft. | Visibility (RVV) 0 SM

Precip and/or Obscuration:

Accident Information

Aircraft Damage: Destroyed | Aircraft Fire: None | Aircraft Explosion None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers				1	1
- TOTAL ABOARD -				2	2
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	2	2

National Transportation Safety Board

FACTUAL REPORT

AVIATION

NTSB ID:	LAX99LA075
Occurrence Date:	01/16/1999
Occurrence Type:	Accident

Administrative Information

Investigator-In-Charge (IIC)

TEALEYE C. CORNEJO

Additional Persons Participating in This Accident/Incident Investigation:

JERRY PENSICK
SAN DIEGO, CA

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National Transportation Safety Board **FACTUAL REPORT** **AVIATION**	NTSB ID: LAX91LA390	Aircraft Registration Number: N2618D
	Occurrence Date: 09/10/1991	Most Critical Injury: Minor
	Occurrence Type: Accident	Investigated By: NTSB

Location/Time

Nearest City/Place	State	Zip Code	Local Time	Time Zone
CHULA VISTA	CA	92010	1645	PDT

Airport Proximity: Off Airport/Airstrip

Distance From Landing Facility: 0

Aircraft Information Summary

Aircraft Manufacturer	Model/Series	Type of Aircraft
Bell	47G-3B-2 /47G-3B-2	Helicopter

Revenue Sightseeing Flight: No

Air Medical Transport Flight: No

Narrative

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX91LA390

Occurrence Date: 09/10/1991

Occurrence Type: Accident

Landing Facility/Approach Information

Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
		Ft. MSL	0		

Runway Surface Type: Not Applicable

Runway Surface Condition:

Approach/Arrival Flown: NONE

VFR Approach/Landing: Forced Landing

Aircraft Information

Aircraft Manufacturer	Model/Series	Serial Number
Bell	47G-3B-2 /47G-3B-2	6676

Airworthiness Certificate(s): Normal

Landing Gear Type: Float

Amateur Built Acft?	Number of Seats: 3	Certified Max Gross Wt. 2950 LBS	Number of Engines: 1

Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:
Turbo Shaft	ALLISON	250-C20	318 HP

- Aircraft Inspection Information

Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time
Annual	09/1991	2 Hours	12811 Hours

- Emergency Locator Transmitter (ELT) Information

ELT Installed?/Type No	ELT Operated? No	ELT Aided in Locating Accident Site? No

Owner/Operator Information

Registered Aircraft Owner	Street Address	City	State	Zip Code
K & L HELICOPTERS	1035 N. MARSHALL AVE #21	EL CAJON	CA	92020

Operator of Aircraft	Street Address	City	State	Zip Code
K & L HELICOPTERS	1035 N. MARSHALL AVE #21	EL CAJON	CA	92020

Operator Does Business As:

Operator Designator Code:

- Type of U.S. Certificate(s) Held: None

Air Carrier Operating Certificate(s):

Operating Certificate:

Operator Certificate:

Regulation Flight Conducted Under: Part 91: General Aviation

Type of Flight Operation Conducted: Business

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX91LA390

Occurrence Date: 09/10/1991

Occurrence Type: Accident

First Pilot Information

Name	City	State	Date of Birth	Age
On File	On File	On File	On File	40

Sex: M | Seat Occupied: Left | Occupational Pilot? Business | Certificate Number: On File

Certificate(s): Flight Instructor; Commercial

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: Helicopter

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Single-engine; Helicopter

Current Biennial Flight Review?

Medical Cert.: Class 2 | Medical Cert. Status: Valid Medical--w/ waivers/lim. | Date of Last Medical Exam: 10/1991

- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Mult-Engine	Night	Instrument Actual	Instrument Simulated	Rotorcraft	Glider	Lighter Than Air
Total Time	2514	100	711	258	167	22	25	1545		
Pilot In Command(PIC)	2283	100	600	256	167	22	25	1427		
Instructor	220	200						20		
Instruction Received										
Last 90 Days	17							17		
Last 30 Days	8							8		
Last 24 Hours	1	1						1		

Seatbelt Used? Yes | Shoulder Harness Used? No | Toxicology Performed? No | Second Pilot? No

Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point	State	Airport Identifier	Departure Time	Time Zone
EL CAJON	CA	SEE	1600	PDT

Destination	State	Airport Identifier
Local Flight		

Type of Clearance: None

Type of Airspace: Class G

Weather Information

Pilot's Source of Wx Information:

No record of briefing

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX91LA390

Occurrence Date: 09/10/1991

Occurrence Type: Accident

Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
SEE	1646	PDT	385 Ft. MSL	15 NM	211 Deg. Mag.

Sky/Lowest Cloud Condition: Scattered 3000 Ft. AGL | Condition of Light: Day

Lowest Ceiling: None 0 Ft. AGL | Visibility: 25 SM | Altimeter: 29.00 "Hg

Temperature: 24 °C | Dew Point: °C | Weather Conditions at Accident Site: Visual Conditions

Wind Direction: 290 | Wind Speed: 7 | Wind Gusts:

Visibility (RVR): 0 Ft. | Visibility (RVV) 0 SM

Precip and/or Obscuration:

Accident Information

Aircraft Damage: Substantial | Aircraft Fire: None | Aircraft Explosion None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot			1		1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers			1		1
- TOTAL ABOARD -			2		2
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	2		2

National Transportation Safety Board

FACTUAL REPORT
AVIATION

NTSB ID:	LAX91LA390
Occurrence Date:	09/10/1991
Occurrence Type:	Accident

Administrative Information

Investigator-In-Charge (IIC)

James A. Wall

Additional Persons Participating in This Accident/Incident Investigation:

INSPECTOR JENNIFER RESKIN
SAN DIEGO, CA

INSPECTOR JOHN ELLER
SCOTTSDALE, AZ

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National Transportation Safety Board **FACTUAL REPORT** **AVIATION**	NTSB ID: LAX88DUM02	Aircraft Registration Number: N29DT
	Occurrence Date: 12/24/1987	Most Critical Injury: Fatal
	Occurrence Type: Accident	Investigated By: FAA

Location/Time

Nearest City/Place	State	Zip Code	Local Time	Time Zone
CHULA VISTA	CA	92012	1210	PST

Airport Proximity: Off Airport/Airstrip

Distance From Landing Facility: 0

Aircraft Information Summary

Aircraft Manufacturer	Model/Series	Type of Aircraft
Bede Aircraft	BD-5 /BD-5	Airplane

Revenue Sightseeing Flight: No

Air Medical Transport Flight: No

Narrative

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX88DUM02

Occurrence Date: 12/24/1987

Occurrence Type: Accident

Landing Facility/Approach Information

Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
		Ft. MSL	0		

Runway Surface Type: Dirt

Runway Surface Condition: Dry

Approach/Arrival Flown: NONE

VFR Approach/Landing: None

Aircraft Information

Aircraft Manufacturer	Model/Series	Serial Number
Bede Aircraft	BD-5 /BD-5	3829

Airworthiness Certificate(s): Experimental (Special)

Landing Gear Type: Retractable - Tricycle

Amateur Built Acft?	Number of Seats:	Certified Max Gross Wt.	Number of Engines:
Yes	1	890 LBS	1

Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:
Reciprocating	HONDA	EB2	110 HP

- Aircraft Inspection Information

Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time
Unknown	12/1987	10 Hours	10 Hours

- Emergency Locator Transmitter (ELT) Information

ELT Installed?/Type	ELT Operated?	ELT Aided in Locating Accident Site?
No	No	No

Owner/Operator Information

Registered Aircraft Owner	Street Address	City	State	Zip Code
ARMIN U TEUFEL	1433 BRADDOCK ST	SANIEGO	CA	92114

Operator of Aircraft	Street Address	City	State	Zip Code
TEUFEL, ARMIN U.	1433 BRADDOCK STREET	SAN DIEGO	CA	92114

Operator Does Business As:

Operator Designator Code:

- Type of U.S. Certificate(s) Held: None

Air Carrier Operating Certificate(s):

Operating Certificate:

Operator Certificate:

Regulation Flight Conducted Under: Part 91: General Aviation

Type of Flight Operation Conducted: Personal

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX88DUM02

Occurrence Date: 12/24/1987

Occurrence Type: Accident

First Pilot Information

Name	City	State	Date of Birth	Age
On File	On File	On File	On File	36

Sex: M | Seat Occupied: Unknown | Occupational Pilot? Business | Certificate Number: On File

Certificate(s): Airline Transport; Flight Instructor

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine; Instrument Airplane

Current Biennial Flight Review?

Medical Cert.: Class 1 | Medical Cert. Status: Valid Medical--no waivers/lim. | Date of Last Medical Exam: 10/1987

- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Mult-Engine	Night	Instrument Actual	Instrument Simulated	Rotorcraft	Glider	Lighter Than Air
Total Time	2824		2480	325	419	297	123	16	3	
Pilot In Command(PIC)	2300		2000	350	400	290	120			
Instructor			600	50						
Instruction Received										
Last 90 Days	40		20	20	4	3	1			
Last 30 Days	15		8	7	2	1				
Last 24 Hours										

Seatbelt Used? Yes | Shoulder Harness Used? Yes | Toxicology Performed? Yes | Second Pilot? No

Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point	State	Airport Identifier	Departure Time	Time Zone
SAN DIEGO	CA	SDM	1202	PST

Destination	State	Airport Identifier
Local Flight		

Type of Clearance: None

Type of Airspace: Class D; Class E

Weather Information

Pilot's Source of Wx Information:

No record of briefing

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX88DUM02

Occurrence Date: 12/24/1987

Occurrence Type: Accident

Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
SDM	1235	PST	524 Ft. MSL	4 NM	205 Deg. Mag.

Sky/Lowest Cloud Condition: Scattered 4000 Ft. AGL | Condition of Light: Day

Lowest Ceiling: None 0 Ft. AGL | Visibility: 20 SM | Altimeter: 29.00 "Hg

Temperature: 11 °C | Dew Point: -7 °C | Weather Conditions at Accident Site: Visual Conditions

Wind Direction: 290 | Wind Speed: 9 | Wind Gusts:

Visibility (RVR): 0 Ft. | Visibility (RVV) 0 SM

Precip and/or Obscuration:

Accident Information

Aircraft Damage: Destroyed | Aircraft Fire: None | Aircraft Explosion None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -	1				1
Other Ground	0	0	0		0
- GRAND TOTAL -	1	0	0		1

National Transportation Safety Board

FACTUAL REPORT
AVIATION

NTSB ID: LAX88DUM02

Occurrence Date: 12/24/1987

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

DONNAL F. SMITH

Additional Persons Participating in This Accident/Incident Investigation:

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National Transportation Safety Board **FACTUAL REPORT** **AVIATION**	NTSB ID: LAX87DUM03	Aircraft Registration Number: N33693
	Occurrence Date: 05/10/1987	Most Critical Injury: Fatal
	Occurrence Type: Accident	Investigated By: FAA

Location/Time

Nearest City/Place	State	Zip Code	Local Time	Time Zone
CHULA VISTA	CA	92013	1507	PDT

Airport Proximity: Off Airport/Airstrip

Distance From Landing Facility: 0

Aircraft Information Summary

Aircraft Manufacturer	Model/Series	Type of Aircraft
CHANCE VOUGHT	F4U-7 /F4U-7	Airplane

Revenue Sightseeing Flight: No

Air Medical Transport Flight: No

Narrative

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX87DUM03

Occurrence Date: 05/10/1987

Occurrence Type: Accident

Landing Facility/Approach Information

Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
BROWN FIELD	SDM	Ft. MSL	0		

Runway Surface Type:

Runway Surface Condition:

Approach/Arrival Flown: NONE

VFR Approach/Landing: None

Aircraft Information

Aircraft Manufacturer	Model/Series	Serial Number
CHANCE VOUGHT	F4U-7 /F4U-7	133693

Airworthiness Certificate(s): Experimental (Special)

Landing Gear Type: Retractable - Tailwheel

Amateur Built Acft? No	Number of Seats: 2	Certified Max Gross Wt. 13270 LBS	Number of Engines: 1

Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:
Reciprocating	P&W	R2800-18W	2000 HP

- Aircraft Inspection Information

Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time
Annual	05/1987	Hours	1295 Hours

- Emergency Locator Transmitter (ELT) Information

ELT Installed?/Type No	ELT Operated? No	ELT Aided in Locating Accident Site? No

Owner/Operator Information

Registered Aircraft Owner	Street Address		
G & R AVIATION ENTERPRISES	9701 WILSHIRE BLVD. 900		
	City	State	Zip Code
	BEVERLY HILLS	CA	90212

Operator of Aircraft	Street Address		
G & R AVIATION ENTERPRISES			
	City	State	Zip Code

Operator Does Business As:	Operator Designator Code:

- Type of U.S. Certificate(s) Held: None

Air Carrier Operating Certificate(s):

Operating Certificate:	Operator Certificate:

Regulation Flight Conducted Under: Part 91: General Aviation

Type of Flight Operation Conducted: Personal

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX87DUM03

Occurrence Date: 05/10/1987

Occurrence Type: Accident

First Pilot Information

Name	City	State	Date of Birth	Age
On File	On File	On File	On File	62

Sex: M | Seat Occupied: Front | Occupational Pilot? Civilian Pilot | Certificate Number: On File

Certificate(s): Flight Instructor; Commercial

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine; Instrument Airplane

Current Biennial Flight Review?

Medical Cert.: Class 1 | Medical Cert. Status: Valid Medical--w/ waivers/lim. | Date of Last Medical Exam: 04/1987

- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument Actual	Instrument Simulated	Rotorcraft	Glider	Lighter Than Air
Total Time	5900									
Pilot In Command(PIC)										
Instructor										
Instruction Received										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Yes | Shoulder Harness Used? Yes | Toxicology Performed? Yes | Second Pilot? No

Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point	State	Airport Identifier	Departure Time	Time Zone
Same as Accident/Incident Location		SDM	1445	PDT

Destination	State	Airport Identifier
Local Flight		

Type of Clearance: VFR

Type of Airspace: Class D

Weather Information

Pilot's Source of Wx Information:

No record of briefing

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX87DUM03

Occurrence Date: 05/10/1987

Occurrence Type: Accident

Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
SDM	1500	PDT	524 Ft. MSL	5 NM	190 Deg. Mag.

Sky/Lowest Cloud Condition: Unknown 0 Ft. AGL | Condition of Light: Day

Lowest Ceiling: Broken 5000 Ft. AGL | Visibility: 7 SM | Altimeter: 29.00 "Hg

Temperature: 18 °C | Dew Point: 15 °C | Weather Conditions at Accident Site: Visual Conditions

Wind Direction: 320 | Wind Speed: 9 | Wind Gusts:

Visibility (RVR): 0 Ft. | Visibility (RVV) 0 SM

Precip and/or Obscuration:

Accident Information

Aircraft Damage: Destroyed | Aircraft Fire: None | Aircraft Explosion None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers	1				1
- TOTAL ABOARD -	2				2
Other Ground	0	0	0		0
- GRAND TOTAL -	2	0	0		2

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID:	LAX87DUM03
Occurrence Date:	05/10/1987
Occurrence Type:	Accident

Administrative Information

Investigator-In-Charge (IIC)

ROBERT GRISCOM

Additional Persons Participating in This Accident/Incident Investigation:

W. C DICKINSON
SAN DIEGO, CA

LINDA GOODRICH
SAN DIEGO, CA

STEPHEN DREW
SAN DIEGO, CA

JAMES W RINES
DAN DIEGO, CA

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National Transportation Safety Board **FACTUAL REPORT** **AVIATION**	NTSB ID: LAX86FUM04	Aircraft Registration Number: N64596
	Occurrence Date: 09/02/1986	Most Critical Injury: Fatal
	Occurrence Type: Accident	Investigated By: FAA

Location/Time

Nearest City/Place	State	Zip Code	Local Time	Time Zone
CHULA VISTA	CA	92010	1225	PDT

Airport Proximity: Off Airport/Airstrip

Distance From Landing Facility: 0

Aircraft Information Summary

Aircraft Manufacturer	Model/Series	Type of Aircraft
STEEN SKYBOLT	UNK /UNK	Airplane

Revenue Sightseeing Flight: No

Air Medical Transport Flight: No

Narrative

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX86FUM04

Occurrence Date: 09/02/1986

Occurrence Type: Accident

Landing Facility/Approach Information

Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
		0 Ft. MSL	0	0	0

Runway Surface Type: Dirt

Runway Surface Condition: Dry

Approach/Arrival Flown: NONE

VFR Approach/Landing: None

Aircraft Information

Aircraft Manufacturer	Model/Series	Serial Number
STEEN SKYBOLT	UNK /UNK	585528489

Airworthiness Certificate(s): Experimental (Special)

Landing Gear Type: Tailwheel

Amateur Built Acft?	Number of Seats:	Certified Max Gross Wt.	Number of Engines:
Yes	2	1650 LBS	1

Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:
Reciprocating	CONTINENTAL	E185-8	185 HP

- Aircraft Inspection Information

Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time
Annual	10/1985	38 Hours	347 Hours

- Emergency Locator Transmitter (ELT) Information

ELT Installed?/Type	ELT Operated?	ELT Aided in Locating Accident Site?
No	No	No

Owner/Operator Information

Registered Aircraft Owner	Street Address	City	State	Zip Code
BARRY N. WESTMAN	115 HUNTER ST.	SAN DIEGO	CA	92103

Operator of Aircraft	Street Address	City	State	Zip Code
BARRY N. WESTMAN	115 HUNTER ST.	SAN DIEGO	CA	92103

Operator Does Business As:

Operator Designator Code:

- Type of U.S. Certificate(s) Held: None

Air Carrier Operating Certificate(s):

Operating Certificate:

Operator Certificate:

Regulation Flight Conducted Under: Part 91: General Aviation

Type of Flight Operation Conducted: Personal

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX86FUM04

Occurrence Date: 09/02/1986

Occurrence Type: Accident

First Pilot Information

Name	City	State	Date of Birth	Age
On File	On File	On File	On File	48

Sex: M | Seat Occupied: Rear | Occupational Pilot? Civilian Pilot | Certificate Number: On File

Certificate(s): Airline Transport; Commercial; Flight Engineer

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Current Biennial Flight Review?

Medical Cert.: Class 1 | Medical Cert. Status: Valid Medical--no waivers/lim. | Date of Last Medical Exam: 08/1986

- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Mult-Engine	Night	Instrument Actual	Instrument Simulated	Rotorcraft	Glider	Lighter Than Air
Total Time		40		10000						
Pilot In Command(PIC)										
Instructor										
Instruction Received										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Yes | Shoulder Harness Used? Yes | Toxicology Performed? No | Second Pilot? No

Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point	State	Airport Identifier	Departure Time	Time Zone
SAN DIEGO	CA	SDM	1220	PDT

Destination	State	Airport Identifier
Local Flight	CA	SEE

Type of Clearance: None

Type of Airspace: Class E; TRSA

Weather Information

Pilot's Source of Wx Information:

No record of briefing

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX86FUM04

Occurrence Date: 09/02/1986

Occurrence Type: Accident

Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
SDM	1245	PDT	524 Ft. MSL	3 NM	220 Deg. Mag.

Sky/Lowest Cloud Condition: Clear 0 Ft. AGL

Condition of Light: Day

Lowest Ceiling: None 0 Ft. AGL

Visibility: 8 SM

Altimeter: 29.00 "Hg

Temperature: 23 °C

Dew Point: 16 °C

Weather Conditions at Accident Site: Visual Conditions

Wind Direction: 290

Wind Speed: 11

Wind Gusts:

Visibility (RVR): 0 Ft.

Visibility (RVV) 0 SM

Precip and/or Obscuration:

Accident Information

Aircraft Damage: Destroyed

Aircraft Fire: None

Aircraft Explosion None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers	1				1
- TOTAL ABOARD -	2				2
Other Ground	0	0	0		0
- GRAND TOTAL -	2	0	0		2

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID:	LAX86FUM04
Occurrence Date:	09/02/1986
Occurrence Type:	Accident

Administrative Information

Investigator-In-Charge (IIC)

LILA FIELDEN

Additional Persons Participating in This Accident/Incident Investigation:

WILLIAM DICKINSON
SAN DIEGO, CA

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National Transportation Safety Board **FACTUAL REPORT** **AVIATION**	NTSB ID: LAX84FU031	Aircraft Registration Number: NONE
	Occurrence Date: 08/23/1984	Most Critical Injury: Fatal
	Occurrence Type: Accident	Investigated By: NTSB

Location/Time

Nearest City/Place	State	Zip Code	Local Time	Time Zone
CHULA VISTA	CA	92011	1020	PDT

Airport Proximity: On Airport/Airstrip

Distance From Landing Facility: 0

Aircraft Information Summary

Aircraft Manufacturer	Model/Series	Type of Aircraft
CALYPSO	N/A /N/A	Ultralight

Revenue Sightseeing Flight: No

Air Medical Transport Flight: No

Narrative

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX84FU031

Occurrence Date: 08/23/1984

Occurrence Type: Accident

Landing Facility/Approach Information

Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
NICKOLS FIELD		550 Ft. MSL	27	1300	100

Runway Surface Type: Dirt

Runway Surface Condition:

Approach/Arrival Flown: NONE

VFR Approach/Landing: Traffic Pattern

Aircraft Information

Aircraft Manufacturer	Model/Series	Serial Number
CALYPSO	N/A /N/A	1

Airworthiness Certificate(s):

Landing Gear Type: Tricycle

Amateur Built Acft?	Number of Seats:	Certified Max Gross Wt.	Number of Engines:
No	1	500 LBS	1

Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:
Reciprocating	CUYUNA	U1 11-02	35 HP

- Aircraft Inspection Information

Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time
Unknown		Hours	60 Hours

- Emergency Locator Transmitter (ELT) Information

ELT Installed?/Type	ELT Operated?	ELT Aided in Locating Accident Site?
No	No	

Owner/Operator Information

Registered Aircraft Owner	Street Address	City	State	Zip Code
LEACH ACFT	1973 FRIENDSHIP DR.	EL CAJON	CA	92020

Operator of Aircraft	Street Address	City	State	Zip Code
LEACH ACFT	1973 FRIENDSHIP DR.	EL CAJON	CA	92020

Operator Does Business As:

Operator Designator Code:

- Type of U.S. Certificate(s) Held:

Air Carrier Operating Certificate(s):

Operating Certificate:

Operator Certificate:

Regulation Flight Conducted Under: Part 103: Ultralight

Type of Flight Operation Conducted: Personal;Unknown; Unknown; Unknown

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX84FU031

Occurrence Date: 08/23/1984

Occurrence Type: Accident

First Pilot Information

Name	City	State	Date of Birth	Age
On File	On File	On File	On File	35

Sex: M | Seat Occupied: Center | Occupational Pilot? Business | Certificate Number: On File

Certificate(s): Private

Airplane Rating(s): Single-engine Land

Rotorcraft/Glider/LTA:

Instrument Rating(s): None

Instructor Rating(s):

Current Biennial Flight Review?

Medical Cert.: Class 2 | Medical Cert. Status: Valid Medical--w/ waivers/lim. | Date of Last Medical Exam: 05/1984

- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Mult-Engine	Night	Instrument Actual	Instrument Simulated	Rotorcraft	Glider	Lighter Than Air
Total Time	235									
Pilot In Command(PIC)										
Instructor										
Instruction Received										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Yes | Shoulder Harness Used? Yes | Toxicology Performed? Yes | Second Pilot? No

Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point	State	Airport Identifier	Departure Time	Time Zone
Same as Accident/Incident Location			1000	PDT

Destination	State	Airport Identifier
Local Flight		

Type of Clearance: None

Type of Airspace: Class G

Weather Information

Pilot's Source of Wx Information:

No record of briefing

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX84FU031

Occurrence Date: 08/23/1984

Occurrence Type: Accident

Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
	0000		0 Ft. MSL	0 NM	0 Deg. Mag.

Sky/Lowest Cloud Condition: Clear 0 Ft. AGL | Condition of Light: Day

Lowest Ceiling: None 0 Ft. AGL | Visibility: 25 SM | Altimeter: "Hg

Temperature: 24 °C | Dew Point: °C | Weather Conditions at Accident Site: Visual Conditions

Wind Direction: | Wind Speed: Calm | Wind Gusts:

Visibility (RVR): 0 Ft. | Visibility (RVV) 0 SM

Precip and/or Obscuration:

Accident Information

Aircraft Damage: Destroyed | Aircraft Fire: None | Aircraft Explosion None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -	1				1
Other Ground	0	0	0		0
- GRAND TOTAL -	1	0	0		1

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID:	LAX84FU031
Occurrence Date:	08/23/1984
Occurrence Type:	Accident

Administrative Information

Investigator-In-Charge (IIC)

M. W. FUNK

Additional Persons Participating in This Accident/Incident Investigation:

This space for binding

National Transportation Safety Board **FACTUAL REPORT** **AVIATION**	NTSB ID: LAX83LA209	Aircraft Registration Number: N2478W
	Occurrence Date: 04/30/1983	Most Critical Injury: Minor
	Occurrence Type: Accident	Investigated By: NTSB

Location/Time

Nearest City/Place	State	Zip Code	Local Time	Time Zone
CHULA VISTA	CA	92011	1715	PDT

Airport Proximity: Off Airport/Airstrip

Distance From Landing Facility: 0

Aircraft Information Summary

Aircraft Manufacturer	Model/Series	Type of Aircraft
SCHWEIZER	SGS 1-26B /SGS 1-26B	Glider

Revenue Sightseeing Flight: No

Air Medical Transport Flight: No

Narrative

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

This space for binding

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX83LA209

Occurrence Date: 04/30/1983

Occurrence Type: Accident

Landing Facility/Approach Information

Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
		Ft. MSL	0		

Runway Surface Type: Dirt

Runway Surface Condition: Dry

Approach/Arrival Flown: NONE

VFR Approach/Landing: None

Aircraft Information

Aircraft Manufacturer	Model/Series	Serial Number
SCHWEIZER	SGS 1-26B /SGS 1-26B	375

Airworthiness Certificate(s): Normal

Landing Gear Type:

Amateur Built Acft?	Number of Seats:	Certified Max Gross Wt.	Number of Engines:
No	1	600 LBS	

Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:
Unknown			

- Aircraft Inspection Information

Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time
Annual	12/1982	25 Hours	1750 Hours

- Emergency Locator Transmitter (ELT) Information

ELT Installed?/Type	ELT Operated?	ELT Aided in Locating Accident Site?
No		

Owner/Operator Information

Registered Aircraft Owner	Street Address	City	State	Zip Code
GERMAN AMERICAN SOCIETY, INC.	12871 VIA CABALLO ROAD	SAN DIEGO	CA	92129

Operator of Aircraft	Street Address	City	State	Zip Code
GERMAN AMERICAN SOCIETY, INC.	12871 VIA CABALLO ROAD	SAN DIEGO	CA	92129

Operator Does Business As:

Operator Designator Code:

- Type of U.S. Certificate(s) Held: None

Air Carrier Operating Certificate(s):

Operating Certificate:

Operator Certificate:

Regulation Flight Conducted Under: Part 91: General Aviation

Type of Flight Operation Conducted: Instructional

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX83LA209

Occurrence Date: 04/30/1983

Occurrence Type: Accident

First Pilot Information

Name	City	State	Date of Birth	Age
On File	On File	On File	On File	46

Sex: M | Seat Occupied: Front | Occupational Pilot? Unknown | Certificate Number: On File

Certificate(s): Flight Instructor; Commercial

Airplane Rating(s): Multi-engine Land; Single-engine Land; Single-engine Sea

Rotorcraft/Glider/LTA:

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine; Instrument Airplane

Current Biennial Flight Review?

Medical Cert.: Class 2 | Medical Cert. Status: Valid Medical--w/ waivers/lim. | Date of Last Medical Exam: 10/1982

- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Mult-Engine	Night	Instrument Actual	Instrument Simulated	Rotorcraft	Glider	Lighter Than Air
Total Time	3793	6	3691	94	177	56	48		9	
Pilot In Command(PIC)	3542	6	3456	79		56			7	
Instructor										
Instruction Received										
Last 90 Days	32		23						7	
Last 30 Days										
Last 24 Hours	4		4						4	

Seatbelt Used? Yes | Shoulder Harness Used? Yes | Toxicology Performed? No | Second Pilot? No

Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point	State	Airport Identifier	Departure Time	Time Zone
CHULA VISTA	CA		1345	PDT

Destination	State	Airport Identifier
Local Flight		

Type of Clearance: None

Type of Airspace: Class G

Weather Information

Pilot's Source of Wx Information:

No record of briefing

National Transportation Safety Board

FACTUAL REPORT AVIATION

NTSB ID: LAX83LA209

Occurrence Date: 04/30/1983

Occurrence Type: Accident

Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
	0000		0 Ft. MSL	0 NM	0 Deg. Mag.

Sky/Lowest Cloud Condition: Scattered 4000 Ft. AGL | Condition of Light: Day

Lowest Ceiling: None 0 Ft. AGL | Visibility: 20 SM | Altimeter: "Hg

Temperature: °C | Dew Point: °C | Weather Conditions at Accident Site: Visual Conditions

Wind Direction: 280 | Wind Speed: 10 | Wind Gusts:

Visibility (RVR): 0 Ft. | Visibility (RVV) 0 SM

Precip and/or Obscuration:

Accident Information

Aircraft Damage: Substantial | Aircraft Fire: None | Aircraft Explosion None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot			1		1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -			1		1
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	1		1

National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: LAX83LA209 Occurrence Date: 04/30/1983 Occurrence Type: Accident	

Administrative Information

Investigator-In-Charge (IIC)

WAYNE POLLACK

Additional Persons Participating in This Accident/Incident Investigation: