

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594  
AIRCRAFT ACCIDENT/INCIDENT REPORT  
BRIEF FORMAT  
U.S. CIVIL AVIATION

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1217	5/5/77 TIME - 0738	HUNTINGTON BCH, CA	BEECH 35 N2826V DAMAGE-DESTROYED	CR-- 1 0 0 PX- 3 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 37, 250 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT CEDAR CITY, UT		INTENDED DESTINATION FULLERTON, CA		PHASE OF OPERATION IN FLIGHT: UNCONTROLLED DESCENT		
PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT FACTOR(S) WEATHER - OTHER AIRFRAME - WINGS: SKIN AND ATTACHMENTS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALY CORRECT						
SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 210 TYPE OF WEATHER CONDITIONS IFR REMARKS- PENETRATED CLOUD LAYER. L WG FAILED.				CEILING AT ACCIDENT SITE 1900 PRECIPITATION AT ACCIDENT SITE DRIZZLE TEMPERATURE-F 60 WIND VELOCITY-KNOTS 6 TYPE OF FLIGHT PLAN VFR		

NATIONAL TRANSPORTATION SAFETY BOARD  
ACCIDENT FILE CONTENTS

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TRANSPORTATION MODE    ☒ AVIATION    ☐ HIGHWAY    ☐ PIPELINE  
                                 ☐ INTERMODAL    ☐ MARINE    ☐ RAILROAD

NTSB FILE NO.

LAX 77-F-A041

IDENTIFICATION OF ACCIDENT  
Huntington Beach, California  
5-5-77  
Beech 35, N2826V

ITEM NO.	DESCRIPTION OF ITEM	NO. OF PAGES		
		DOC.	B&W PHOTO	COLOR PHOTO
1.	Accident File Contents, NTSB Form 6120.3	2		
2.	Factual Aircraft Accident Report, NTSB Form 6120.4	12		
3.	Beechcraft Structures Report	4		
4.	Witness Statements:  <div style="margin-left: 100px;">                     (a) Gary A. Glenn                      (b) Betty Rowland                      (c) Daryk Rowland                      (d) Edward S. Propper                      (e) Larry Brown                      (f) Beth Alexander Glenn (2)                      (g) Gale A. Glenn                      (h) Robert E. Loomis                      (i) Bruce C. Kelly (2)                      (j) Fred W. Preston                      (k) Jerry M. Sigman                      (l) Emerson L. Channell                      (m) John M. Raburn                      (n) Thomas Scott Nelson                      (o) Patrick G. McCaffery                      (p) Mike Haddock                 </div>	18		
5.	Statements of FAA Personnel:  <div style="margin-left: 100px;">                     (a) Stuart A. Hayter                      (b) Richard A. Morris                      (c) Roger A. Nichols                      (d) Orrin L. Shackelford                      (e) David A. Patterson                 </div>	5		
6.	Wreckage Diagram	1		
7.	Coast TRACON Flight Path Diagram	1		
8.	Weather Data	10		
9.	Coast TRACON Communications Transcript	7		
61	TOTAL NUMBER OF PAGES			

3 1212

34 Photos  
123 color

NATIONAL TRANSPORTATION SAFETY BOARD  
ACCIDENT FILE CONTENTS

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TRANSPORTATION MODE    ☐ AVIATION    ☐ HIGHWAY    ☐ PIPELINE  
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NTSB FILE NO.  
LAX 77-F-A041

IDENTIFICATION OF ACCIDENT

ITEM NO.	DESCRIPTION OF ITEM	NO. OF PAGES		
		DOC.	B&W PHOTO	COLOR PHOTO
10.	Copy of Flight Plan	1		
11.	Wreckage Release	1		
12.	Photographs (45) with Negatives (23)			34
<div style="position: relative; height: 400px;"> <span style="position: absolute; left: 10px; top: 300px; font-size: 2em;">61</span> <span style="position: absolute; left: 50%; top: 40%; transform: translate(-50%, -50%); font-size: 1.5em;">3 1217</span> <span style="position: absolute; left: 45%; top: 45%; transform: rotate(-15deg); font-size: 1.5em;">34 pag</span> </div>				
	TOTAL NUMBER OF PAGES	62		34

<b>NATIONAL TRANSPORTATION SAFETY BOARD</b> <b>FACTUAL AIRCRAFT ACCIDENT REPORT</b> - GENERAL AVIATION -		NTSB FORM 6120.1 SUBMITTED <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES		NTSB ACCIDENT REPORT NO. <b>LAX 77-F-A041</b>			
		REGISTRATION MARK <b>N 2826V</b>		DATE OF ACCIDENT <b>5-5-77</b>			
DISTANCE AND DIRECTION FROM NEAREST CITY OR PLACE, STATE <b>Huntington Beach, California</b>				ELEVATION <b>40 MSL</b>	TIME (Local) <b>0738</b>		
TIME ZONE <b>PDT</b>							
<b>Part A - WHEN ACCIDENT OCCURRED DURING APPROACH TO OR DEPARTURE FROM AN AIRPORT - COMPLETE FOLLOWING:</b>							
AIRPORT NAME <b>N/A</b>		RUNWAY IN USE DIRECTION: _____ ° MAG. LENGTH: _____ FT.		FROM AIRPORT DEGREES: _____ MILES: _____			
		ON AIRPORT <input type="checkbox"/> OFF AIRPORT <input type="checkbox"/>		RUNWAY SURFACE TYPE: _____ CONDITION: _____			
<b>Part B - AIRCRAFT DATA</b>							
AIRCRAFT MAKE AND MODEL <b>Beech 35</b>		SERIAL NO. <b>D231</b>	AIRCRAFT TOTAL TIME <b>4341.99</b>	DATE LAST ANNUAL OR PROGRESSIVE INSP. <b>6-26-76</b>	TIME SINCE ANNUAL OR PROGRESSIVE INSP. <b>113.79</b>		
ENGINE MAKE AND MODEL <b>S/N 1980-D Continental E-185</b>		ENGINE TOTAL TIME/TIME SINCE O.H. NO. 1 <b>4332.57 / 886.99</b> NO. 2 <b>N/A / N/A</b>			TIME SINCE LAST 100 HOUR INSPECTION <b>113.79</b>		
NAME AND ADDRESS OF OWNER OR OPERATOR <b>Wessendorf, Herman L., Patty M.          P. O. Box 475, Page, Arizona 86040</b>				CATEGORY OF AIRWORTHINESS CERTIFICATE <b>Normal          Utility</b>			
PURPOSE AND TYPE OF OPERATION (Check all applicable boxes)							
<input type="checkbox"/> LOCAL <input type="checkbox"/> SCHEDULE <input type="checkbox"/> PASSENGER <input type="checkbox"/> PRACTICE <input checked="" type="checkbox"/> <u>Cross Country</u> <input checked="" type="checkbox"/> PLEASURE <input type="checkbox"/> MAIL <input type="checkbox"/> BUSINESS <input type="checkbox"/> INSTRUCTIONAL <input type="checkbox"/> AIR TAXI <input type="checkbox"/> CARGO <input type="checkbox"/> CORP./EXEC. <input type="checkbox"/> AERIAL APPLICATION							
<b>Part C - PILOT-IN-COMMAND DATA</b>							
NAME AND ADDRESS <b>Herman Lawrence Wessendorf          112 Date Street          Page, Arizona 86040</b>		SEAT OCCUPIED <b>Left front</b>		PILOT CERTIFICATE NO. <b>522486159</b>			
		DEGREE OF INJURY <b>Fatal</b>		SOCIAL SECURITY NO. <b>---</b>			
		OCCUPATION <b>Heavy Equipment Operator</b>		NATIONALITY <b>U. S. A.</b>			
<input type="checkbox"/> AIRLINE TRANSPORT <input checked="" type="checkbox"/> AIRPLANE <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> HELICOPTER <input type="checkbox"/> FLT. INSTRUCTOR <input type="checkbox"/> ROTORCRAFT <input checked="" type="checkbox"/> PRIVATE Issued <input type="checkbox"/> GYROPLANE <input type="checkbox"/> STUDENT <b>3-6-76</b> <input type="checkbox"/> GLIDER <input type="checkbox"/> OTHER <input type="checkbox"/> INSTRUMENT  <input type="checkbox"/> MULTI-ENGINE: LAND <input type="checkbox"/> SEA <input type="checkbox"/> <input checked="" type="checkbox"/> SINGLE-ENGINE: LAND <input checked="" type="checkbox"/> SEA <input type="checkbox"/>		TYPE RATINGS OR STUDENT ENDORSEMENTS  <b>None</b>		MEDICAL CERTIFICATE DATE OF ISSUE <b>9-13-75</b>			
		AUTOPSY <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES		CLASS <b>Third</b>			
		TOXICOLOGY <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES		LIMITATIONS/WAIVERS <b>No limitations</b>			
				DATE OF BIRTH <b>12-12-39</b>			
PILOT TIME		LAST 24 HOURS		LAST 90 DAYS		TOTAL TO DATE	
		DUAL	PIC	DUAL	PIC	DUAL	PIC
1. THIS MAKE AND MODEL							
2. NIGHT (All Models)				<b>SEE NARRATIVE</b>			
3. DAY (All Models)							
4. INSTRUMENTS		ACTUAL					
		SIMULATED					
SOURCE OF TIME <input type="checkbox"/> PILOT FLIGHT TIME <input type="checkbox"/> PILOT/OPERATOR EST. <input type="checkbox"/> FAA RECORDS <input type="checkbox"/> OTHER (Specify)		5. SINGLE ENG. FIXED WING					
		6. MULTI-ENG. FIXED WING					
		7. GLIDER					
		8. ROTORCRAFT					
		9. OTHER:					
		TOTAL FLIGHT TIME (5, 6, 7, 8, 9)					



Part D — SECOND PILOT DATA									
NAME AND ADDRESS				SEAT OCCUPIED		PILOT CERTIFICATE NO.			
				DEGREE OF INJURY		SOCIAL SECURITY NO.			
				OCCUPATION		NATIONALITY			
<input type="checkbox"/> AIRLINE TRANSPORT <input type="checkbox"/> AIRPLANE <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> HELICOPTER <input type="checkbox"/> FLT. INSTRUCTOR <input type="checkbox"/> ROTORCRAFT <input type="checkbox"/> PRIVATE <input type="checkbox"/> GYROPLANE <input type="checkbox"/> STUDENT <input type="checkbox"/> GLIDER <input type="checkbox"/> OTHER <input type="checkbox"/> INSTRUMENT  <input type="checkbox"/> MULTI-ENGINE: LAND <input type="checkbox"/> SEA <input type="checkbox"/> <input type="checkbox"/> SINGLE-ENGINE: LAND <input type="checkbox"/> SEA <input type="checkbox"/>				TYPE RATINGS OR STUDENT ENDORSEMENTS		MEDICAL CERTIFICATE			
				AUTOPSY <input type="checkbox"/> NO <input type="checkbox"/> YES		DATE OF ISSUE		CLASS	
						LIMITATIONS/WAIVERS			
TOXICOLOGY <input type="checkbox"/> NO <input type="checkbox"/> YES				DATE OF BIRTH					
PILOT TIME		LAST 24 HOURS		LAST 90 DAYS		TOTAL TO DATE			
		DUAL	PIC	DUAL	PIC	DUAL	PIC	TOTAL	
1. THIS MAKE AND MODEL									
2. NIGHT (All Models)									
3. DAY (All Models)									
4. INSTRUCTIONS	ACTUAL								
	SIMULATED								
SOURCE OF TIME <input type="checkbox"/> PILOT FLIGHT TIME <input type="checkbox"/> PILOT/OPERATOR EST. <input type="checkbox"/> FAA RECORDS <input type="checkbox"/> OTHER (Specify)		5. SINGLE ENG. FIXED WING							
		6. MULTI-ENG. FIXED WING							
		7. GLIDER							
		8. ROTORCRAFT							
		9. OTHER:							
		TOTAL FLIGHT TIME ( 5, 6, 7, 8, 9 )							

Part E — OTHER PERSONNEL									
NAME	ADDRESS (CITY AND STATE)	Other Crew	Pass- enger	Non- occu- pant	DEGREE OF INJURY				
					Fatal	Seri- ous	Minor	None	
Patricia Marie Wessendorf	112 Date Street Page, Arizona 86040		X		X				
Ernest James Scott	426 South, 400 East Cedar City, Utah		X		X				
Mary Frances Scott	426 South, 400 East Cedar City, Utah		X		X				

IF ADDITIONAL SPACE IS NEEDED — ATTACH SUPPLEMENTAL SHEET

Part F — IF COLLISION WITH OTHER AIRCRAFT — SUPPLY THE FOLLOWING ON THE OTHER AIRCRAFT		
MAKE AND MODEL	REGISTRATION MARK	DAMAGE
N/A	N	<input type="checkbox"/> DEMOLISHED <input type="checkbox"/> SUBSTANTIAL <input type="checkbox"/> MINOR <input type="checkbox"/> NONE

Part G - WEATHER AT TIME AND PLACE OF ACCIDENT			
SOURCE OF INFORMATION Long Beach 0755 Surface Weather Observation	SKY COVER 1900 <input type="checkbox"/> CLEAR <input checked="" type="checkbox"/> CEILING Broken FT. <input type="checkbox"/> OTHER 2900 Broken 4400 FT. Overcast	WIND FROM 180 TRUE DIRECTION VELOCITY 10 KTS., GUSTS KTS. LIGHT & VARIABLE <input type="checkbox"/>	
TURBULENCE <input type="checkbox"/> NONE <input type="checkbox"/> LIGHT <input type="checkbox"/> MODERATE <input type="checkbox"/> SEVERE <input type="checkbox"/> EXTREME	LIGHT CONDITIONS <input type="checkbox"/> DAWN / DUSK <input type="checkbox"/> BRIGHT NIGHT <input checked="" type="checkbox"/> DAYLIGHT <input type="checkbox"/> DARK NIGHT	VISIBILITY 10 MILES	ALTIMETER SET. 29.92 HG.
WEATHER CONDITIONS AND VISIBILITY RESTRICTIONS <input type="checkbox"/> FOG <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> SLEET <input type="checkbox"/> FREEZING <input type="checkbox"/> THUNDERSTORMS <input type="checkbox"/> HAZE <input type="checkbox"/> HAIL <input type="checkbox"/> SMOKE <input type="checkbox"/> DUST RAIN <input type="checkbox"/> ICING CONDITIONS		TEMPERATURE 60 °F	DEW POINT 53 °F
Part H - FLIGHT PLAN INFORMATION			
DEPARTURE POINT Cedar City, Utah	DATE AND TIME OF DEPARTURE 5-5-77 0430 PDT	DESTINATION Fullerton, California	ETA (If any) 0800 PDT
INTERMEDIATE POINTS OF LANDING None	SERVICE PRIOR TO LAST TAKEOFF None	FUEL ON BOARD LAST TAKEOFF N/O GALS / LBS. N/O GRADE	
FLIGHT PLAN FILED: <input type="checkbox"/> NONE <input checked="" type="checkbox"/> VFR <input type="checkbox"/> IFR <input type="checkbox"/> SPECIAL VFR <input type="checkbox"/> OTHER:			
DESCRIBE WEATHER BRIEFINGS OBTAINED (From whom, when, where and how received) AND ENROUTE WEATHER REPORTS REC'D.  Received weather briefing in person from the Cedar City, Utah, FSS when he filed his VFR flight plan at about 0410 MDT on 5-5-77.			
Part I - COMPONENT/SYSTEM FUNCTIONAL FAILURE			
<input type="checkbox"/> NO <input checked="" type="checkbox"/> YES (If "Yes", give part name, mfr., part no., serial no., etc.)  Left wing		TIME ON PART	
		TOTAL 4341.99	SINCE OVERHAUL No record of overhaul
Part J - AIRCRAFT AND GROUND DAMAGE			
DEGREE OF AIRCRAFT DAMAGE <input checked="" type="checkbox"/> DEMOLISHED <input type="checkbox"/> SUBSTANTIAL <input type="checkbox"/> MINOR <input type="checkbox"/> NONE		FIRE <input checked="" type="checkbox"/> NO <input type="checkbox"/> IN FLIGHT <input type="checkbox"/> YES <input type="checkbox"/> ON GROUND	
DESCRIBE GROUND DAMAGE (If any)  None. The wreckage impacted in an open area.			

Part K - AIRPLANE WRECKAGE EXAMINATION									
IF WRECKAGE WAS MOVED PRIOR TO EXAMINATION - PROVIDE DETAILS IN NARRATIVE									
COMPONENT DAMAGE I-IMPACT F-FIRE D-DEMOLISHED S-SUBSTANTIAL M-MINOR N-NONE			TYPE OF LANDING GEAR Tricycle Retractable Wheels		FUEL SELECTOR POSITIONS Right		VACUUM SELECTOR POSITION N/A		
PROPELLER		NO. 1	ID	RETRACTABLE GEAR AT IMPACT		UP OR DOWN		LOCKED OR INTERMEDIATE	
ENGINE		NO. 1	ID	LEFT		Up		Locked	
		<del>NO. 2</del>		RIGHT		Up		Locked	
FUSELAGE			ID	NOSE/TAIL		Up		Locked	
FLIGHT CONTROL SYSTEM			ID	LANDING GEAR CONTROL		Up			
ENGINE CONTROLS			ID	LANDING GEAR INDICATOR		N/O			
LANDING GEAR SYSTEM			ID						
HORIZONTAL STABILIZERS			ID						
ELEVATORS/STABILATORS			ID	POSITION OF WING FLAPS  <input checked="" type="checkbox"/> UP  <input type="checkbox"/> DOWN (Amount)		WING FLAP POSITION INDICATOR		WING FLAP CONTROL POSITION	
VERTICAL STABILIZERS			ID			N/O		N/O	
RUDDER/RUDDERVATORS			ID						
TRIM TABS		RUDDER	IS			DUAL CONTROLS Swing over yoke INSTALLED <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES		OPERATIVE <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES	
		ELEVATOR	IS						
		AILERON	N						
LEFT WING			ID	TRIM TAB POSITIONS (Deflection Angle)		NEUTRAL			
LEFT FLAP			ID			RIGHT OR UP		LEFT OR DOWN	
LEFT AILERON/SPOILER			ID	RUDDER				FIXED	
<del>RIGHT WING</del>				ELEVATOR				TRIM INDICATOR SETTINGS	
RIGHT WING			ID	AILERON				N/O	
RIGHT FLAP			ID					N/O	
RIGHT AILERON/SPOILER			ID					X	
<del>RIGHT WING</del>									
SYSTEMS				SEAT BELTS		No. Install	No. Used	No. Separated	Failure Description
		FUEL	ID			4	4	1	Right front mount ring failed
		OIL	ID						
		ELECTRIC	ID	SHOULDER HARNESS		0			
		HYDRAULIC	ID						
		<del>ANTI ICE</del>							
		VACUUM	ID	SEATS		4	4	4	Broken loose
		<del>PNEUMATIC</del>							
CABIN HEATER			ID						
OTHER (SPECIFY)				OXYGEN		ON BOARD <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	USED <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	REMARKS (Quantity)	
CABIN PRESSURIZATION		INSTALLED <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		REMARKS					
EMERGENCY LOCATOR TRANSMITTER		ON BOARD <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		AIDED SEARCH/LOCATION <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		REMARKS Narco ELT-10, S/N 42625 destroyed. Battery good to 7-28-77			
Part L - COCKPIT DOCUMENTATION									
COMMUNICATIONS AND NAVIGATION SETTINGS									
ITEM		REMARKS			ITEM		REMARKS		
Narco 12A Com Nav OBS needle  to/from ADF switch		125.2 110.4 Missing 210° Windows open Off			Transponder		N/O		

Part O - INSTRUMENT READINGS			
ITEM	REMARKS	ITEM	REMARKS
Tachometer	1800 rpm		
Tach Hour Meter	800.19 hours		
Suction	.2		
Turn and Bank Needle	Full right		
Rate of Climb	1500 fpm up		
Attitude Indicator	80° right bank level		
Heading Indicator	070°		
Airspeed	105 mph		
Cylinder Head Temperature	275° C		

Part P - POWER PLANT CONTROL SETTINGS			
ITEM	REMARKS	ITEM	REMARKS
Throttle	1 1/2" out		
Mixture	N/O		
Propeller	2" out		
Ignition	Both		

Part Q - FLIGHT CONTROL - DEICER - ANTI-ICER SETTINGS			
ITEM	REMARKS	ITEM	REMARKS
N/O			

Part R - ELECTRIC PANEL - LIGHT SWITCHES			
ITEM	REMARKS	ITEM	REMARKS
N/O			

Part S											
AIRCRAFT GROSS WEIGHT				AIRCRAFT CENTER OF GRAVITY							
AT TAKEOFF		AT OCCURRENCE		AT TAKEOFF				AT OCCURRENCE			
<input checked="" type="checkbox"/> WITHIN MAX. <input type="checkbox"/> OVER MAX. <input type="checkbox"/> UNKNOWN REMARKS:		<input checked="" type="checkbox"/> WITHIN MAX. <input type="checkbox"/> OVER MAX. <input type="checkbox"/> UNKNOWN REMARKS:		<input checked="" type="checkbox"/> WITHIN LIMITS <input type="checkbox"/> FORE AFT <input type="checkbox"/> LATERAL <input type="checkbox"/> BEYOND LIMITS <input type="checkbox"/> FORE AFT <input type="checkbox"/> LEFT <input type="checkbox"/> UNKNOWN <input type="checkbox"/> RIGHT				<input checked="" type="checkbox"/> WITHIN LIMITS <input type="checkbox"/> FORE AFT <input type="checkbox"/> LATERAL <input type="checkbox"/> BEYOND LIMITS <input type="checkbox"/> FORE AFT <input type="checkbox"/> LEFT <input type="checkbox"/> UNKNOWN <input type="checkbox"/> RIGHT			
Part T – ACCIDENT SITE EXAMINATION											
TERRAIN FEATURES <i>(Check more than one if necessary)</i>		<input type="checkbox"/> LEVEL <input checked="" type="checkbox"/> ROLLING <input type="checkbox"/> HILLY <input type="checkbox"/> MOUNTAINOUS		<input type="checkbox"/> WOODED <input type="checkbox"/> BRUSH <input type="checkbox"/> SWAMP <input type="checkbox"/> DESERT		<input type="checkbox"/> PLOWED FIELD <input type="checkbox"/> CROPS <input type="checkbox"/> OPEN WATER <input type="checkbox"/> RIVER		<input type="checkbox"/> LAKE <input type="checkbox"/> CITY AREA <input type="checkbox"/> OTHER <i>(Specify)</i>			
GROUND CONDITIONS: <input checked="" type="checkbox"/> SOFT <input type="checkbox"/> HARD <input type="checkbox"/> ROCKY <input type="checkbox"/> OTHER <i>(Specify)</i> :											
OBSTACLES STRUCK BEFORE PRINCIPAL IMPACT		<input type="checkbox"/> WIRES <input type="checkbox"/> OTHER <i>(Specify)</i> <input type="checkbox"/> TREES <input type="checkbox"/> BRUSH   N/A <input type="checkbox"/> BUILDING		COMPONENT INVOLVED WITH OBSTACLE IMPACT <i>(Describe)</i> N/A							
MOVED AFTER PRINCIPAL IMPACT		<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES → DISTANCE <u>0</u> FT. DIRECTION: <u>N/A</u> MAG.		GRADE OF TERRAIN AT IMPACT <input type="checkbox"/> LEVEL <input checked="" type="checkbox"/> UP <input type="checkbox"/> DOWN <u>15</u> ° OF SLOPE							
SKETCH OF IMPACT POINTS: <i>(Sketch gouge marks with dimensions and magnetic headings; include obstacle and principle impact points, pertinent landmarks, buildings, runways, reconstructed flight and ground paths, wreckage distribution, etc.)</i>											
SEE WRECKAGE DIAGRAM											

SKETCH. Indicate Magnetic Direction and Scale.

SCALE

### HISTORY OF FLIGHT

The flight departed from Page, Arizona, for Cedar City, Utah, on May 5, 1977 with the pilot and his wife on board. The flight to Cedar City was uneventful, and a weather briefing was obtained from the Cedar City Flight Service Station (FSS) at about 0410 PDT <sup>1/</sup>for a flight to Fullerton, California. A visual flight rules (VFR) flight plan was filed with a destination of Fullerton, and two additional passengers boarded the aircraft. The flight departed from Cedar City at about 0430 without being serviced. It was reported that the aircraft was last refueled on May 1, 1977 at Page, Arizona, with 40.7 gallons of fuel.

The flight arrived in the Fullerton area and established radio contact with Coast TRACON (Terminal Radar Approach Control) at 0729:35. The pilot advised TRACON that they were approximately over Fullerton and would like a special VFR clearance to get through the "soup." The controller asked the pilot where he was going and to give his altitude. The pilot reported an altitude of 8,000 feet and he was going to Fullerton.

At 0730:01, the controller requested the pilot to contact the Los Angeles Center on frequency 132.85. The pilot reported he was unable to do this because he had a 90 channel radio. The controller advised the pilot of the Fullerton weather as: a measured ceiling of 3,200 feet overcast, with a visibility of 5 miles in haze. He asked the pilot if he wanted an IFR (Instrument Flight Rules) descent below the clouds. Also, he advised the pilot he could not give him a special VFR at that altitude.

At 0730:32, the pilot asked the controller how far out over the ocean the fog extended. The controller said he did not know because he was sitting in a dark room, and then he asked the pilot if he was in the clouds or above them. The pilot said he was above the clouds at 8,000 feet and needed to get down right away because the needle of his fuel gage was on the red line. The controller acknowledged and asked the pilot if he could accept an IFR descent through the overcast. The pilot did not understand, and there were transmissions back and forth from 0730:58 to 0732:39, at which time the controller requested the pilot to squawk transponder code 7700, Mayday.

At 0732:54, the pilot advised he was on 7700. At 0732:58, the controller advised the pilot he was in radar contact five miles south of Seal Beach VOR (VHF omni-directional radio range), and could he accept an IFR descent through the clouds. The pilot replied, "Yes."

At 0733:08, the controller gave the pilot a heading of 180 degrees to descend and maintain 5,000 feet and asked him to give his fuel status. The pilot reported the left tank was on the red line and the right tank was on the yellow. Beechcraft reports the amount of fuel remaining when the needle is at the top of the yellow is 10 gallons (7 gallons useable),

<sup>1/</sup> All times herein are Pacific Daylight Time based on the 24-hour clock

and 3 gallons remaining (none useable) at the red line. The controller acknowledged and advised the pilot he would turn him back toward Fullerton Airport during the next three miles.

At 0734:11, the pilot was given a left turn to a heading of 360 degrees and was asked to advise his altitude. At 0734:25, the pilot asked if the heading was 360 degrees. The controller said, "Yes sir a left turn heading three six zero and say your altitude." The pilot reported 7,000 feet and dropping, and the controller told him to continue the descent.

At 0735:49, the controller asked the pilot his altitude and the pilot reported 6,000 feet. The pilot was then told to descend and maintain 4,000 feet and to report when he was below the clouds. The pilot asked the controller if he wanted him on a 360 degree heading. The controller confirmed this, and told him it was a vector to Fullerton Airport unless he wanted to go to a different airport to obtain some gas. The pilot replied that he wanted to land at Fullerton. The controller acknowledged, reiterating that the heading of 360 degrees was a vector to Fullerton and to descend to 4,000 feet.

At 0737:10, the controller asked the pilot his altitude, to which the pilot replied, "4,500 feet and descending." At 0737:15, the controller then cleared the pilot to descend and maintain 1,500 feet and to advise when he was below the clouds. The pilot did not acknowledge this transmission and the controller attempted to contact him three times. At 0737:57, a garbled, excited voice transmitted what was interpreted as, "Two thousand feet."

Observers on the ground heard the aircraft and two witnesses saw the aircraft heading in a southeasterly direction in a nose-up attitude, followed by pieces which had broken off the aircraft. Other witnesses observed many pieces of the aircraft and the main wreckage descending to the ground.

The left wing and empennage were missing from the main wreckage. These pieces of wreckage were found strewn along a magnetic bearing of about 140 degrees to the main wreckage for a distance of about 1,600 feet.

#### DAMAGE TO AIRCRAFT

The aircraft was demolished from inflight failure and impact forces. The left wing and empennage were separated from the aircraft in the air.

#### OTHER DAMAGE

All the wreckage fell in open areas without any damage to other property.

#### CREW INFORMATION

The pilot had in his possession a Private Pilot Certificate issued on March 6, 1976, with a rating in airplane single engine land. He did not

have an instrument rating. Also, he had in his possession a Third Class Medical and Student Pilot Certificate (AA4559201), issued on September 13, 1975 with no limitations.

The pilot's flight experience was not obtained, but it was determined from an insurance application that the pilot's flight time as of January 13, 1977 was 247.9 total hours, with 143 hours in make and model aircraft or retractable landing gear, and 47 hours dual.

A review of the Pilot's Private Pilot Application, dated March 5, 1976, showed a total time of 60.1 hours, of which 21.9 hours were dual, and 1.6 hours were instrument dual; a total cross-country time of 15.7 hours, of which 3.8 hours were dual; and 3.1 hours of night dual.

It is estimated the pilot had about 250 hours total time.

#### AIRCRAFT INFORMATION

The aircraft was owned and operated by the pilot and his wife and was certificated in the normal and utility category.

The aircraft and engine records were not found in the aircraft. These records were obtained from Page, Arizona, and the data extracted is reflected on page 1 of this report. In addition, the records revealed that the center truss received magnetic particle inspections on February 17, 1976 and March 16, 1977. The last entry in the aircraft logbook (#3), dated June 26, 1976, showed the truss was checked by inspection.

With information obtained from the records and the aircraft hour meter, the total times (time since last inspection and time since overhaul) were determined as reflected on page 1.

Airworthiness Directive (AD) 72-11-2 was accomplished on the aircraft on June 28, 1972. This AD installed a new yellow and red decal on the face of the main fuel quantity gages and changed the left and right tank capacities to 17 gallons on the fuel selector and the fuel cell fillers on each wing. The decal was to be positioned so that the yellow band denoting minimum fuel for takeoff (10 gallons) extends up to the center of the one-half mark. The red band denoting unuseable fuel (3 gallons) must cover the old empty mark. A new empty mark must be located between the yellow and red bands.

The aircraft was equipped with an auxiliary fuel tank located aft of the rear seat.

The records were returned to the estate of the pilot, P. O. Box 475, Page, Arizona 86040.



METEOROLOGICAL INFORMATION

The accident site area was overcast with the base of the clouds about 1,500 feet and the tops about 5,000 feet. Visibility was about 10 miles, and the wind was from the south at about 10 knots.

The reported weather at Fullerton was measured ceiling 1,700 feet overcast and a visibility of 6 miles in haze. Fullerton Airport is located about 11 miles north of the accident site.

The Long Beach Airport Automatic Terminal Information Service (ATIS) Echo reported the weather as 1,900 feet broken, 2,900 feet broken, 4,400 feet overcast with the tops 5,000 feet, altimeter setting 29.92, wind from 180 degrees at 10 knots and a visibility of 10 miles.

Witnesses in the accident area reported the weather was overcast with the base of the clouds about 1,500 feet.

AIDS TO NAVIGATION

Navigation aids in the area were not being utilized by the pilot. He was under the control of Coast TRACON who was controlling the aircraft by radar vectors.

There were no reported discrepancies of the area navigation aids.

COMMUNICATIONS

Communications were established between the pilot and Coast TRACON controller at 0729:35, with the last transmission from the pilot at 0737:57.

A review of the communications transcript was conducted and it revealed there were no communication failures or interruptions. No trouble was reported by the pilot except that his fuel quantity for the left tank was in the red and the right tank was in the yellow, and that he wanted to get down through the clouds for a landing at Fullerton. The last transmission was determined to be the pilot's excited, strained voice saying, "Two thousand feet."

WRECKAGE

The wreckage was strewn along a magnetic bearing of about 140 degrees to the main wreckage for a distance of about 1,600 feet. The main wreckage came to rest about 75 yards north of Ellis Avenue and about 300 yards west of Golden West Street, Huntington Beach, California.

It was reported that some pieces of wreckage fell in Lake Huntington. A search by Huntington Beach Fire Department personnel failed to recover any of the pieces. During the wreckage examination, the outboard leading edge of the left wing could not be accounted for.

The main wreckage consisted of the right wing, the propeller and engine, and a portion of the fuselage behind the rear seats.

Pieces of the left wing, aft fuselage and empennage were recovered along the wreckage path. The piece farthest from the main wreckage was half of the right ruddervator and it was found about 1,400 feet from the main wreckage.

Wreckage examination disclosed that the left wing skin ripped from the wing exposing the inside. The wing then failed, breaking up into many pieces. The wing rib which mounts the landing gear door was found wrapped around the left rear window frame. The aft fuselage skin showed evidence of wing impact on the left side and top. The stabilator leading edges showed evidence of impact with the wing. The two counterweights were separated from the ruddervators and were recovered along the wreckage path.

The engine-driven vacuum pump was removed and found to operate in a normal manner.

A wreckage diagram was prepared and is included as a part of this report.

The wreckage was transported to the Huntington Beach Police helipad where it was released on May 6, 1977 to Mr. Stanley Nielson of Charles W. Funaro & Associates, Aviation Adjuster, 11523 Burbank Boulevard, North Hollywood, California.

#### MEDICAL AND PATHOLOGICAL INFORMATION

Autopsies and toxicological laboratory tests were conducted on all of the occupants. The autopsy on the pilot failed to disclose any factors of a causative nature.

The toxicology tests for alcohol and other common volatiles, weakly acidic, neutral and basic drugs were negative.

#### SURVIVAL ASPECTS

Since an inflight failure rendered the aircraft uncontrollable, this is considered a non-survivable accident.

#### ADDITIONAL DATA

Recovered from the wreckage were the following items, which were left with the wreckage.

- Airworthiness Certificate
- Registration Certificate
- Bill of Sale
- Arizona Aircraft Registration

Las Vegas Sectional Aeronautical Chart, 15th Edition, April 22, 1976  
Phoenix Sectional Aeronautical Chart, 15th Edition, June 17, 1976  
Denver Sectional Aeronautical Chart, 15th Edition, August 12, 1976  
Part of World Aeronautical Chart GG-18, 4th Edition, June 20, 1974  
Pieces of Los Angeles Sectional Aeronautical Chart

E6B Computer (broken)

Check List

Aircraft Specification No. A-777, 6 pages

Airplane Flight Manual Supplement, 1 page (Limitations, Fuel)

Hartzell Propeller Supplement, 1 page, dated July 2, 1962

Flight Guide--Western States

Electric Computer (broken)

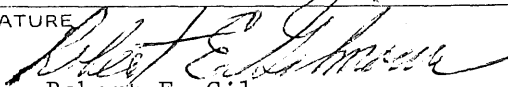
THIS REPORT CONSISTS OF 12 PAGES.

Part V - ADDITIONAL PERSONS PARTICIPATING IN THIS INVESTIGATION

NAME, ADDRESS, AND AFFILIATION

Alvin I. Toll	Federal Aviation Administration
	Flight Standards District Office
and	2815 East Spring Street
	Long Beach, California 90806
Clarence M. Platt	

Part W - INVESTIGATED BY

DATE 7-13-77	AGENCY NTSB	SIGNATURE  Robert E. Gilmour
-----------------	----------------	--

2519 Edward  
Salina, Kansas  
May 24, 1977

Mr. Robert E. Gilmour  
Airport Office Building  
Suite 426  
8939 S. Sepulveda Boulevard  
Los Angeles, California



Dear Bob:

Enclosed is your copy of Lee Hayes' report on his examination of structural break-up of the Model 35 (Serial No. D-231) at Huntington Beach, California.

If there is anything more that we can do for you, please give us a call.

Sincerely yours,

*V. R. Embry*  
V. R. Embry

Enclosure

May 23, 1977

Page 1 of 3

MODEL 35 S/N D-231 (N2826V)

## EXAMINATION OF THE WRECKAGE

### LEFT-HAND WING

The left-hand wing separated from the airplane as a result of positive overload. The initial separation was the separation of the leading edge from the front spar between Wing Stations 66 and 136. Nature of this separation was first the shearing of the rivets that attach the lower aft edge of the leading edge skin to the lower front spar attach angle. The leading edge section then lifted up from the wing, going up and back, pulling the heads of the rivets that attach the upper aft edge of the leading edge skin to the upper front spar cap attach angle through the leading edge skin. The leading edge section then travelled up and back over the wing.

Ram air then entered the opened-up wing and the remaining leading edge sections were caused to separate from the wing from the pressure that was created within the wing by the ram air.

The inboard section - Wing Stations 23.8 to 66, separated from the outboard end in approximately one-third of the length, by the heads of the rivets that attach the aft edge of the leading edge skin to the front spar attach angle, both upper and lower, pulling through the leading edge skin. The rivets in the remaining two-thirds of the length, both top and bottom, sheared in a forward direction.

The outboard leading edge section - Wing Stations 136 to 191 (wingtip attach station), separated by a combination of shearing in the forward direction and of pulling the heads of the rivets that attach the aft edge of the leading edge skin to the front spar attach angle, both upper and lower attachments.

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MODEL 35 S/N D-231 (N2826V)

LEFT-HAND WING (CONT)

This section of skin was not recovered - believed to be in a nearby lake - the rivets had the appearance of this type of loading.

The wingtip separated from the wing in an outboard and aft direction by tear-out of wingtip at the screws that attach the wingtip to the wing.

The wingtip was ballooned out, indicating high internal pressure.

The wing box section was opened up by the wing internal pressure resulting from the ram air, the upper section going up and the lower section going down. The wing box section was torn into several pieces, however, the section in the area between approximately Wing Stations 66 and 136 is in one piece, and it shows very clearly the mode in which the wing box section opened up.

All of the wing front spar caps were recovered. Both upper and lower caps were in several pieces and all of the separations were from bending of the caps as individual members.

RIGHT-HAND WING

The right-hand wing was intact and still attached to the airplane. There was severe buckling across the top surface of the wing between approximately Wing Stations 80 and 100. Some of this deformation could possibly have been produced when the airplane impacted the ground. However, a significant amount of the deformation is attributed to in-flight, since it is in the same general area of the initial separation area of the left-hand wing, and the

MODEL 35 S/N D-231 (N2826V)

RIGHT-HAND WING (CONT)

direction of wing loading (upward) is consistent.

TAIL SURFACES

Nothing significant in regard to aerodynamic loading of the stabilizers could be established. Both had received severe impact damage from impact of left-hand wing parts. The left-hand stabilizer separated from the airplane in a generally aft direction, with an upward component which is consistent with the impact marks.

Both ruddervators separated in the area of the middle hinge. The separation of the left-hand ruddervator appears to be from down load on the ruddervator, bending in the middle hinge area, tension in the top surface, compression in the bottom surface. The separation of the right-hand ruddervator could have been from impact from wing parts, with possibly some bending deformation from air loads prior to this impact.

Both ruddervator counterbalances were recovered in the crash site area. The right-hand counterbalance appears to have separated from the ruddervator by ground impact. The left-hand counterbalance was not available for examination. From the appearance of the ruddervator in the area of the counterbalance, it was also torn off.

*H. L. Hayes*  
H. L. Hayes  
Chief of Structures  
Production Aircraft

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## NATIONAL TRANSPORTATION SAFETY BOARD

## DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

- Date 5/6/77
- I. Place of accident ELLIS V GORDON WEST Date 5/5/77 Hour 0740
- II. Aircraft BECH 35 FAA Certificate No. N2826V
- III. What is your name GARY ALLEN GLENN Age 39
- IV. Address 149 N. CAMBRIDGE, ORANGE CA.
- V. Occupation FIRE RET. STFC By whom employed ALH. J. B. H. FIRE DEPT
- VI. Where were you at the time of the accident 5TH FLOOR 2001 MAIN ST. HB.
- VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

Was looking north out of the window when observed a small aircraft fall. The aircraft was missing one wing & the tail.

The aircraft was falling almost vertical the body at about 30° to the ground, wing up. Smaller debris were noted to fall for about 45 sec. No fire or smoke was noted.

When first observed the aircraft was about 200' above the ground.

Gary A. Glenn  
(Signature)



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WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

- away west of Galder West Date May 6, 1977  
 South of Talbot
- I. Place of accident \_\_\_\_\_ Date May 5, 1977 Hour 7:30
- II. Aircraft BEACH 35 FAA Certificate No. N2826V
- III. What is your name Betty Rowland Age 44
- IV. Address 16742 Montclair Lane Huntington Beach
- V. Occupation House wife By whom employed \_\_\_\_\_
- VI. Where were you at the time of the accident traveling west at rifle range  
just off Galder.
- VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

As I was driving west toward rifle range I saw object in the sky above the range building burst into as if an explosion and particles dropped as if they were paper falling from the sky. I said to my son it "looks like a plane" I let him off and he went to check to see if they were firing any test weapons. I heard no noise as I was inside the car and radio on. I only saw the burst and the particles fall.

Betty Rowland  
 (Signature)

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## DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 5/6/77I. Place of accident HUNTINGTON BEACH, CA. Date 5/5/77 Hour 0730II. Aircraft BECH 35 FAA Certificate No. N2826VIII. What is your name DARYK ROWLAND Age 15IV. Address 16742 Montclair Ln. Huntington Beach CAV. Occupation student By whom employed \_\_\_\_\_VI. Where were you at the time of the accident INTERVIEWING POLICE RANGE

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

I WAS looking in the west AND I SAW A figure which I had NO idea what it was. it WAS trying to ~~climb~~ climb and it began to BREAK ~~UP~~ <sup>UP</sup> as it WAS climbing. After that I got out of the CAR AND I watched A piece of the body AND AND wing coming down in a circular motion. I did not know what it WAS intill a GARRO GROVE Police officer told me ~~at~~ the bulletin.

Daryk Rowland  
(Signature)



NATIONAL TRANSPORTATION SAFETY BOARD  
DEPARTMENT OF TRANSPORTATION  
WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 5/5/77

- I. Place of accident Huntington Beach, CA Date 5/5/77 Hour 0735 PDT
- II. Aircraft BEK 11 35 FAA Certificate No. N 2826V
- III. What is your name Edward S. Propper Age 55
- IV. Address 6801 Via Carona Huntington Beach, CA
- V. Occupation Senior Vice President By whom employed McCulloch Intl. Airlines
- VI. Where were you at the time of the accident On the street in front of my home

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

At approximately 0735 hrs. on May 5, 1977 I was on the street at 6801 Via Carona Huntington Beach, California 92647 when I heard what sounded like an RPM surge of a single aircraft engine followed immediately by a muffled explosion. Within seconds I noticed debris coming out of the cloud cover that was over the area at the time. I would estimate the base of the cloud cover was at 12-1500 feet.

I did not see any large pieces of aircraft exiting the clouds and my line of sight at ground level was restricted by the houses on the south side of the street. However approximately 100 yards to the west is a school and children in the yard apparently saw something fall as a number of them took off south toward Talbert Park. I estimate the occurrence took place about 1-3 minutes after a Falcon Jet aircraft passed by below the clouds on approach to LGB.

Edward S. Propper  
(Signature)

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WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date May 6 1977I. Place of accident near Park Date May 5 1977 Hour 7:30II. Aircraft BEELH 35 FAA Certificate No. N 2826VIII. What is your name LARRY BROWN Age 13IV. Address 6591 Luciento D.R H.BV. Occupation Student By whom employed \_\_\_\_\_VI. Where were you at the time of the accident at home

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

My friend told me to look at the  
airplane made a big nose in the  
air than the back tale brock  
and then the wing came off  
and the pline went down and  
then stare to spin around and  
went down. It was going ~~ted~~  
towards ~~the~~ edurds hills.

LARRY BROWN  
(Signature)

# NATIONAL TRANSPORTATION SAFETY BOARD

## DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

### STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date May 5, 1977

I. Place of accident Ellie west of Goldenwest Date 5-5-77 Hour 7:30 A.M.

II. Aircraft BEECH 35 FAA Certificate No. N 2826V

III. What is your name Beth Alexander Glenn Age 29

IV. Address 18451 Goldenwest N.B. Calif

V. Occupation Stable manager By whom employed A.C. Marion

VI. Where were you at the time of the accident In a Corral

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

I heard an engine sputter and stall, sputter and stall and looked up to see a lg. piece of plane come off then there was a loud thud and the plane seemed to fly into pieces and the largest section looked like it was sliding backwards into the ground.

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Beth Alexander Glenn  
(Signature)

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WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 5-6-77I. Place of accident Ellis W. of Golden West Date 5-5-77 Hour 7:30 A.M.II. Aircraft BECH 35 FAA Certificate No. N 2826VIII. What is your name Beth Alexander Glenn Age 29IV. Address 18451 Goldenwest Ave. H.B. Calif.V. Occupation Stable Manager By whom employed A.C. MarionVI. Where were you at the time of the accident In a Corral

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

I heard a plane engine sputter and stop and sputter again I looked up and saw the plane flying at me at a 3/4 angle it stalled again and a piece fell off and then there was a loud thud and pieces of the airplane started falling. at this time it looked like it was sliding backward and fell into the ravine. ~~Before the plane~~ when I first noticed the plane it seemed to be going up before the explosion. And pieces started to fly. I did see a large piece come off before the pop and fall away from the plane.

Beth Alexander Glenn  
(Signature)

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WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Area GOLDENWEST Date May 5, 1977  
 I. Place of accident 4 ELLIS AVE Date May 5, 1977 Hour 0730 HRS  
 II. Aircraft BECH 35 FAA Certificate No. N 2826V  
 III. What is your name GARY A. GLAN Age 34  
 IV. Address 18451 GOLDENWEST  
 V. Occupation SR. DETENTION OFFICER By whom employed HUNTINGTON BEACH PD  
 VI. Where were you at the time of the accident IN A HORSE CORRAL

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

I WAS WORKING IN A CORRAL WHEN I HEARD A PLANE OVER HEAD. IT SOUNDED LIKE THE ENGINE STALLED, THEN STARTED UP AGAIN I LOOKED UP BUT DID NOT SEE THE PLANE. I THOUGHT IT WAS ABOVE THE CHOUV COVER. I HEARD THE PLANE STALL AGAIN, THIS TIME WHEN I LOOKED UP I SAW THE PLANE AT APPROX 45° ANGLE FALLING AT THE GROUND. AT THE SAME TIME I SAW THE PLANE, THERE WAS A LOUD POP. NOT AN EXPLOSION AND NO BALL OF FLAME OR FIRE. THE PLANE BURST INTO PIECES. I CALLED TO MY WIFE TO CALL THE PD AND I RAN TO THE AREA WHERE I THOUGHT THE COCKPIT OR THE WARGEST SECTION CAME DOWN. I DON'T RECALL THE TAIL SECTION WHERE I COULD SEE IT AT THE TIME OF THE EXPLOSION.

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Gale A. Glan  
 (Signature)

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WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date MAY 5, 1977

I. Place of accident WEST of GOLDEN WEST North of ELLIS Date 5 MAY 1977 Hour 0739

II. Aircraft BEECH 35 FAA Certificate No. N2826V

III. What is your name Robert E. Loomis Age 30

IV. Address 16264 Mt. NIMBUS FOUNTAIN VALLEY CALIF.

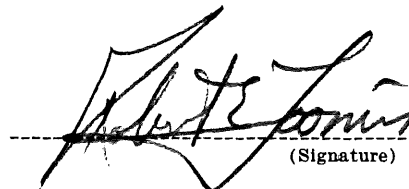
V. Occupation HELICOPTER MECHANIC By whom employed Huntington Beach Police

VI. Where were you at the time of the accident POLICE HELIPORT

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

I HEAR A thump + MAYBE 15 SECONDS LATER PILOT BRUCE KELLY ENTERED HANGAR + SAID HE THOUGHT AN AIRCRAFT HAD CRASHED. I THEN WENT OUTSIDE + SAW WHAT LOOKED LIKE PAPER FALLING FROM THE SKY WEST OF THE HELIPORT. KELLY THEN RADIOED THE DEPT. THAT THERE WAS A POSSIBLE CRASH. AN F1100 HILLIER HELICOPTER WAS CIRCLING THE AREA WHERE THE PAPERS WERE FALLING. WE THEN TOOK A CAR + WENT TO THE SITE OF THE CRASH + DETERMINED THAT IT WAS A BEECH BONANZA with what we thought WERE 3 DEAD PEOPLE. LATER FOUND IT TO HAVE A 4th PERSON. WE LOCATED MORE OF THE WRECKAGE OVER 1 SQ. MILE AREA.

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(Signature)



## NATIONAL TRANSPORTATION SAFETY BOARD

## DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 5 MAY 77

I. Place of accident WEST OF GOLDEN WEST  
NORTH OF ELLIS. Date 5 MAY 77 Hour 0739 PDT

II. Aircraft BEECH BONANZA 35 FAA Certificate No. N2826V

III. What is your name BRUCE C. KELLY Age 29

IV. Address 1834 W. TEDMAR AV., ANAHEIM, CA.

V. Occupation POLICE PILOT By whom employed CITY OF HUNTINGTON BEACH  
2000 MAIN ST.

VI. Where were you at the time of the accident POLICE HELIPORT

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

THE POLICE HELIPORT IS BETWEEN GOTHARD AND GOLDEN WEST JUST SOUTH OF TALBERT AVE. THE OPERATIONS TRAILER IS LOCATED IN THE CENTER OF THE HELIPORT AND FACES WEST.

I ARRIVED TO WORK AT ABOUT 0735. I ENTERED THE TRAILER AND LEFT THE DOOR OPEN. AFTER PLACING SOME THINGS IN MY LOCKER I RETURNED AND STARTED TO CLOSE THE DOOR WHEN I HEARD A JET GO OVER. I LOOKED UP AND OBSERVED WHAT APPEARED TO BE A FALCON TWIN ENG FANJET, WHITE IN COLOR. I COULD CLEARLY SEE THAT THE FANJET WAS CLEAR OF CLOUDS AT AN APPROX. ALT. OF 1500-1700' MSL. FROM THE DIRECTION OF FLIGHT I ASSUME THAT HE WAS TRACKING THE LOCALIZER TO LONG BEACH. THE CEILING APPEARED TO BE APPROX. 2000 BROKEN TO OVERCAST WITH MORE THAN 5 MILES VIS.

(OVER)

Bruce C. Kelly

(Signature)

## NATIONAL TRANSPORTATION SAFETY BOARD

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date May 10, 1977  
 I. Place of accident Huntington Beach Date May 5, 1977 Hour 7:35 AM  
 II. Aircraft BECH 35 FAA Certificate No. N 2826V  
 III. What is your name Frederic Preston Age 63  
 IV. Address 6862 Garfield Dr, Huntington Beach  
 V. Occupation Retired By whom employed \_\_\_\_\_  
 VI. Where were you at the time of the accident Kitchen of home

VII. Tell in your own words what you saw or heard before and at the time the accident occurred

*I was standing in the kitchen when this small plane passed over my home at a low altitude. I immediately afterward I heard a muffled boom then the prop on the plane revolved up to a very high pitch.*

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*Frederic Preston*  
 (Signature)

## NATIONAL TRANSPORTATION SAFETY BOARD

## DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date MAY 5<sup>th</sup>

I. Place of accident HUNTINGTON BEACH, CA. Date 5-5-77 Hour 7:30

II. Aircraft BEACH 35 FAA Certificate No. N 2862V

III. What is your name JERRY M. SIGMANN Age 12

IV. Address 6872 SPICKARD DR. Huntington Beach

V. Occupation Student By whom employed \_\_\_\_\_

VI. Where were you at the time of the accident School grounds

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

I looked up and saw the airplane.  
I heard the engine making  
A funny sound. Then the plane  
exploded and started going down.  
When it went down the tail  
was not on. I saw paper  
floating down.

29

Jerry Sigmam  
(Signature)

## NATIONAL TRANSPORTATION SAFETY BOARD

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 5/19/77

I. Place of accident HUNTINGTON BEACH, CA Date 5/5/77 Hour 7:42

II. Aircraft BONANZA 35 FAA Certificate No. N2826V

III. What is your name EMERSON L. CHANNELL Age 39

IV. Address 7611 TALBERT AVE.

V. Occupation DESIGNER By whom employed TRIVEX INC.

VI. Where were you at the time of the accident GOTHARD AVE. & TALBERT

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

AT APPROX. 7:42 AM I HEARD A MUFFLED EXPLOSION OVER GOLDENWEST ST. SOUTH OF TALBERT AT ABOUT 800' THEN THE SOUND OF A SINGLE ENGINE AIRCRAFT AT FULL THROTTLE VARING IN PITCH AS IF TUMBLING OUT OF CONTROL, THEN SILENCE AND DEBRIS FALLING FROM CLOUD OVER GOLDENWEST ST. ALSO LARGE PIECES FALLING SOUTH OF TALBERT & GOLDEN WEST.

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E. L. Channell  
(Signature)

**NATIONAL TRANSPORTATION SAFETY BOARD**  
**DEPARTMENT OF TRANSPORTATION**  
 WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date May 5, 1977

I. Place of accident HUNTINGTON BEACH, CA Date 5-5-77 Hour 7:30

II. Aircraft BEECH 35 FAA Certificate No. N 2826V

III. What is your name John M. Raburn Age 12

IV. Address 7041 PCH, DR H.B.

V. Occupation STUDENT By whom employed \_\_\_\_\_

VI. Where were you at the time of the accident walking toward school

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

I heard A sound then I looked up and saw the plane then it soured & exploded and the tail came off. Then parts and pieces of map came down.

John Raburn  
 (Signature)

## NATIONAL TRANSPORTATION SAFETY BOARD

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 6-3-77

I. Place of accident Goldcrest + Ellis AB. Date 5/5/77 Hour 7:30

II. Aircraft BEECH 35 FAA Certificate No. N 2826V

III. What is your name THOMAS SCOTT NELSON Age 19

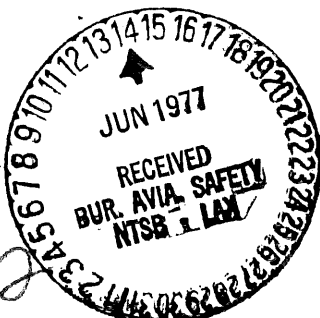
IV. Address 8322 Gladys AVE A.B. Calif.

V. Occupation Mechanic By whom employed NELSON Auto Serv.

VI. Where were you at the time of the accident NELSON Auto SERV.

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

HERD A HIGH ENGINE REV THEN I LOOKED.  
I SAW NOTHING THEN I HEARD THE SECOND ENGINE  
REV. I LOOKED AROUND AND SAW THE FUSELAGE BELLY  
WITH TAIL SECTION AIMED DOWNWARD. ONLY SAW  
ONE WING ON RIGHT SIDE. I SAW PARTS + PIECES  
REPPING AWAY FROM THE AIR PLANE. THEN THE  
RIGHT WING STILL ATTACHED TO THE FUSELAGE  
FALL TO THE GROUND IMMEDIATELY



Thomas Scott Nelson  
(Signature)

# NATIONAL TRANSPORTATION SAFETY BOARD

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date \_\_\_\_\_

I. Place of accident CENTRAL PARK Date 5-5-77 Hour ~ 745 AM

II. Aircraft BEECH 35 FAA Certificate No. N2826V

III. What is your name PATRICK G McCAFFERY Age 30

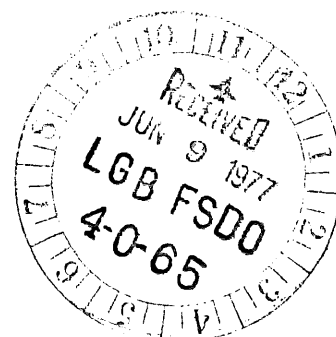
IV. Address 6792 JARDINES HUNTINGTON BEACH

V. Occupation PHYSICIAN By whom employed SELF

VI. Where were you at the time of the accident KITCHEN AT HOME

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

aircraft engine started over head  
and ran for 30 seconds. crescendo increase  
in rpm then stopped no other sounds heard



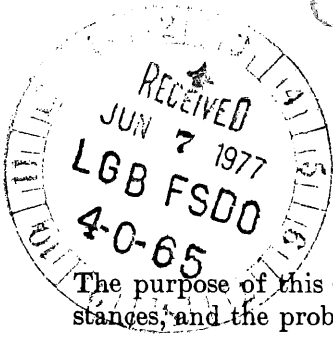
33

Patrick G. McCaffery  
(Signature)

NATIONAL TRANSPORTATION SAFETY BOARD

DEPARTMENT OF TRANSPORTATION  
WASHINGTON, D.C. 20591

STATEMENT OF WITNESS



The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 6-6-77

I. Place of accident Huntington Beach Date 5-5-77 Hour 7:00 AM

II. Aircraft BEECH 35 FAA Certificate No. N2826V

III. What is your name Mike Haddock Age 36

IV. Address 5881 Lakefield Dr. Huntington Beach Calif.

V. Occupation Self Employed By whom employed \_\_\_\_\_

VI. Where were you at the time of the accident Jogging in the tract where I live

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

I heard a popping noise and looked up. I observed the subject aircraft coming through the cloud cover (approx. 1500 ft.) The aircraft had begun coming apart in the air. The left wing was off. After hitting the ground, pieces of the plane were still falling. There was no explosion or fire. After reading the newspaper account, I couldn't understand why he wasn't directed to Orange County Airport which is closer

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Mike Haddock  
(Signature)



**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

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DATE: 26 MAY 1977  
IN REPLY  
REFER TO: LAS ATCT  
SUBJECT: Statement of Services

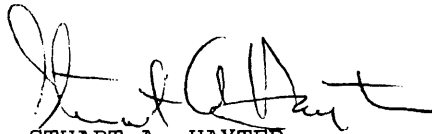


TO: Chief, Coast TRACON

On May 5, 1977, N2826V was provided the following services by this Facility.

At approximately 1238 G.m.t., N2826V contacted Las Vegas Approach Control and advised he would be overflying Las Vegas enroute to Los Angeles. Radar identification was established twenty-seven miles northeast of McCarran Airport and clearance through the TCA was issued at an altitude of 8,500 feet. Radar service was provided through the Las Vegas TCA and all aspects were considered routine. At 1301 G.m.t., RADAR service was terminated in the vicinity of Goodsprings Intersection as N2826V departed the confines of the Las Vegas TCA.

The original recording tape and flight progress strip are on file at this Facility.

  
STUART A. HAYTER  
Chief, LAS ATCT

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

COAST TERMINAL RADAR APPROACH CONTROL  
MCAS EL TORO, SANTA ANA, CALIFORNIA 92709

May 20, 1977



PERSONNEL STATEMENT

The following is a report concerning the accident to aircraft N2826V at Huntington Beach, California, on May 5, 1977, at 1438 GMT.

My name is Richard A. Morris. I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Coast TRACON, Santa Ana, California. My operating initials are RD.

During the period 1400 GMT to 2200 GMT, May 5, 1977, I was on duty in the Coast TRACON. I was the assistant chief from 1434 GMT to 2153 GMT.

At approximately 1433 GMT I heard the controller working the Beach Radar position assign the emergency transponder code to an aircraft. The controller informed me that N2826V was low on fuel and wanted to land at the Fullerton Airport.

I observed a code 7700 five miles south of Seal Beach VOR and heard the controller ask N2826V if he could accept an IFR descent through the clouds. I instructed the Beach Radar controller to ask N2826V if he wanted to land at a closer airport. After I observed N2826V make several turns, the controller stated that he had lost radio contact with N2826V. I observed the aircraft and code 7700 disappear  $2\frac{1}{2}$  miles southeast of the Meadowlark Airport. At approximately 1442 GMT, the Beach Radar controller informed me that a helicopter had observed the wreckage of an aircraft 300 yards west of Golden West Avenue in Huntington Beach and that a California Highway Patrol vehicle was on the crash scene. I then started notification procedures.

  
RICHARD A. MORRIS, SATCS, Coast TRACON

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

COAST TERMINAL RADAR APPROACH CONTROL  
MCAS EL TORO, SANTA ANA, CALIFORNIA 92709

May 20, 1977



PERSONNEL STATEMENT

The following is a report concerning the accident to aircraft N2826V, at Huntington Beach, California on May 5, 1977, at 1438 GMT.

My name is Roger A. Nichols. I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Coast TRACON, Santa Ana, California. My operating initials are RN.

During the period 1400 GMT to 2200 GMT, May 5, 1977 I was on duty in the Coast TRACON. I was working position Beach Handoff from 1411 GMT to 1443 GMT.

At approximately 1429 GMT I heard N2826V call Coast TRACON and request assistance to the Fullerton Airport. I observed N2826V approximately five miles south of the Seal Beach VOR. I heard the Beach Radar controller assign N2826V radar vector headings and issue descent clearance. I observed the radar target associated with N2826V disappear approximately two miles southeast of the Meadowlark Airport.

I reserve the right to change my statement should further information become available.

  
ROGER A. NICHOLS, ATCS, Coast TRACON

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DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

COAST TERMINAL RADAR APPROACH CONTROL  
MCAS EL TORO, SANTA ANA, CALIFORNIA 92709

May 20, 1977



PERSONNEL STATEMENT

The following is a report concerning the accident to aircraft N2826V, at Huntington Beach, California on May 5, 1977, at 1438 GMT.

My name is Orrin L. Shackelford. I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Coast TRACON, Santa Ana, California. My operating initials are OS.


During the period 1330 GMT to 2130 GMT, May 5, 1977 I was on duty in the Coast TRACON. I was working Beach Radar from 1330 GMT to 1443 GMT.

At approximately 1429 GMT N2826V called me and requested a Special VFR clearance through the clouds. N2826V advised me that he was at 8,000 feet en route to Fullerton Airport. I instructed N2826V to contact Los Angeles Center. N2826V stated that he was unable and that he was low on fuel. I issued the Fullerton weather and assigned transponder code 7700. I established radar identification with N2826V five miles south of the Seal Beach VOR and asked N2826V if he wanted an IFR descent below the clouds. The pilot stated "yes." I then issued headings and descent clearance and obtained the pilot's fuel status. I asked N2826V if he would like to go to a different airport and the pilot replied that he wanted to go to Fullerton.

At approximately 1437 GMT I called N2826V to check on his altitude and received no response. I observed N2826V make a right turn  $2\frac{1}{2}$  miles south-east of the Meadowlark Airport and lost radar contact with the aircraft in that vicinity. I continued to call N2826V with no response.

At approximately 1441 GMT a helicopter advised me that he had located the crash site.

I reserve the right to alter this statement should further pertinent data be forthcoming.

  
ORRIN L. SHACKLEFORD, ATCS, Coast TRACON

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FEDERAL AVIATION ADMINISTRATION  
CEDAR CITY FLIGHT SERVICE STATION

May 5, 1977

The following is a report concerning the accident to aircraft N2826V, at Huntington Beach, California, at 1438 GMT, on May 5, 1977.

My name is David A. Patterson. I am employed as a Flight Service Specialist by the Federal Aviation Administration at the Cedar City Flight Service Station, Cedar City, Utah. My operating initials are DR.

During the period 0554 GMT to 1400 GMT, May 5, 1977. I was on duty in the Cedar City FSS. I was working all positions from 0600 GMT to 1400 GMT.

At about 1110 GMT, a man who identified himself as the pilot of N2826V came into the Cedar City FSS and advised he planned a flight to Fullerton, California. I gave him a summary of the current and forecast weather conditions along his route of flight as obtained from SFO FA 050040, FT CA 050949, the SA NV 051108 and SA CA 051110, the FDUS 1 KWBC 050540 and SFO WA 050930 AIRMET FOXTROT 2. The man filed a flight plan and departed the FSS. At 1130 GMT N2826V advised he was ready for takeoff and to activate the flight plan. N2826V was given an airport advisory and his departure time was logged at 1130 GMT. Flight notification message was transmitted to and acknowledged by the Los Angeles FSS.

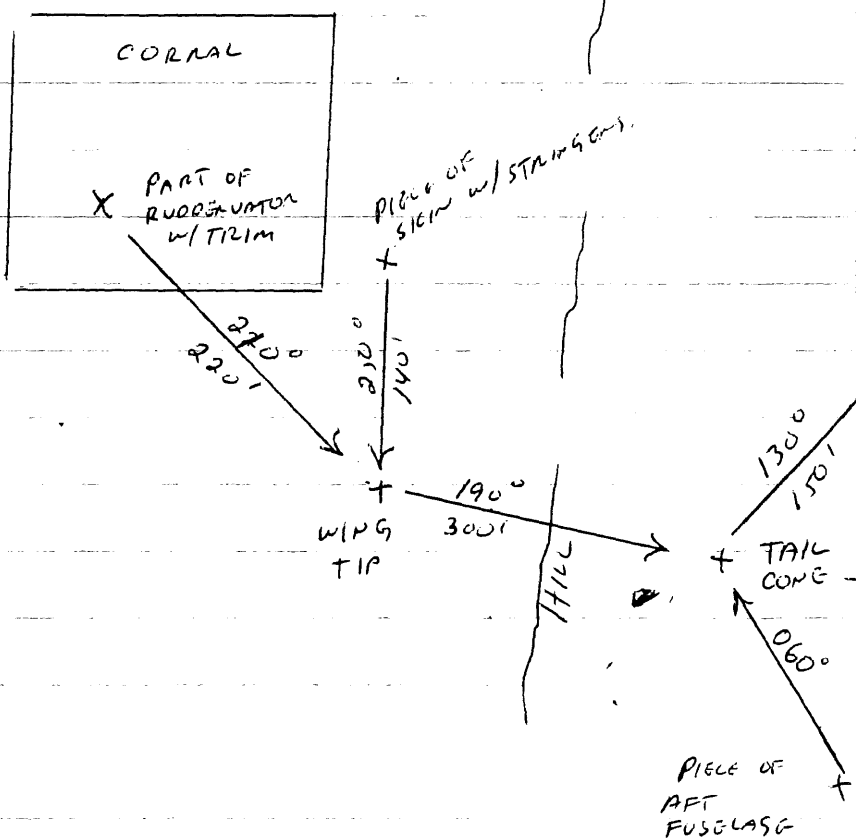
At about 1150 GMT I received SFO AIRMET FOXTROT 3 and I attempted to deliver this to N2826V but received no reply to calls.

I have no further knowledge regarding this flight.

*David A. Patterson*  
DAVID A. PATTERSON  
Cedar City Flight Service Station

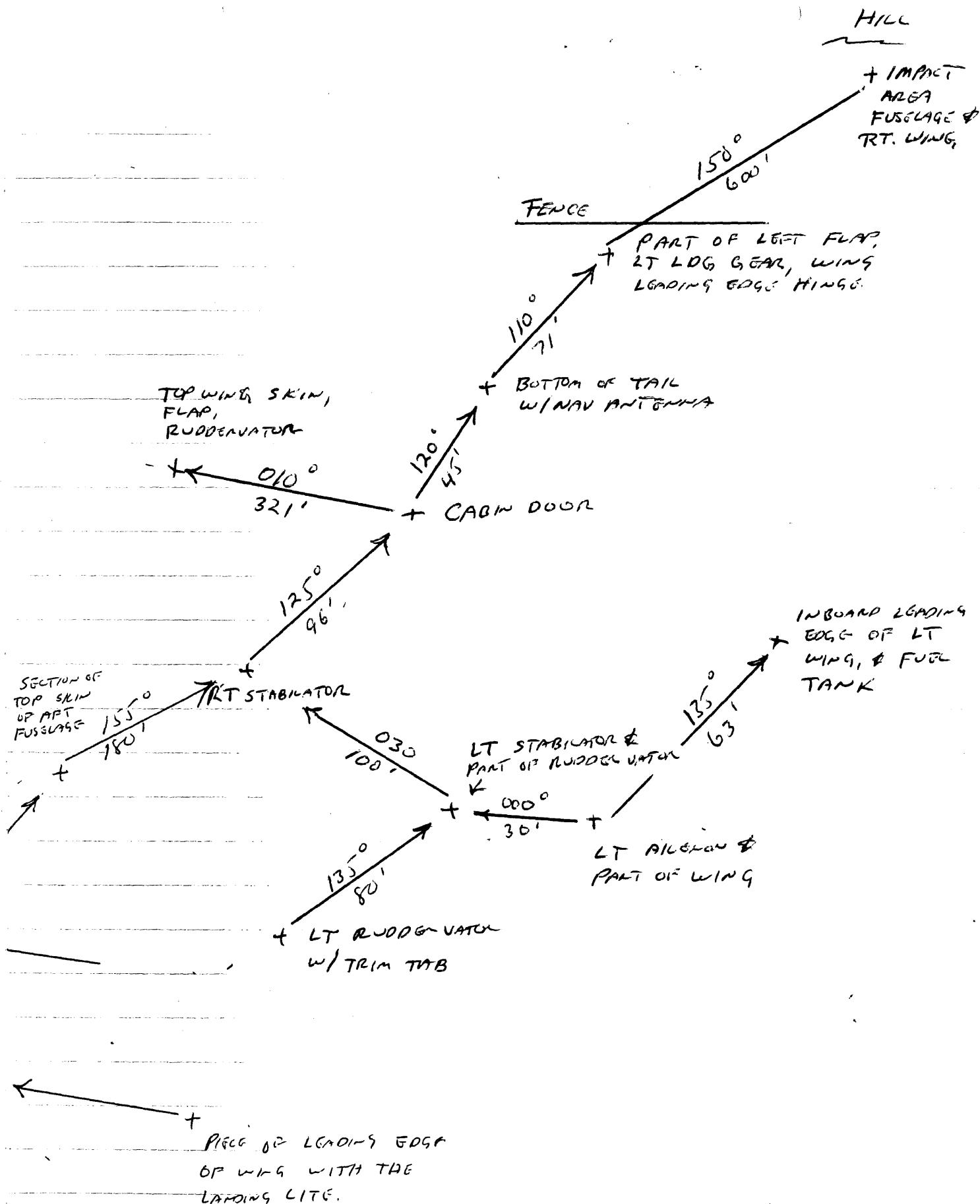
39

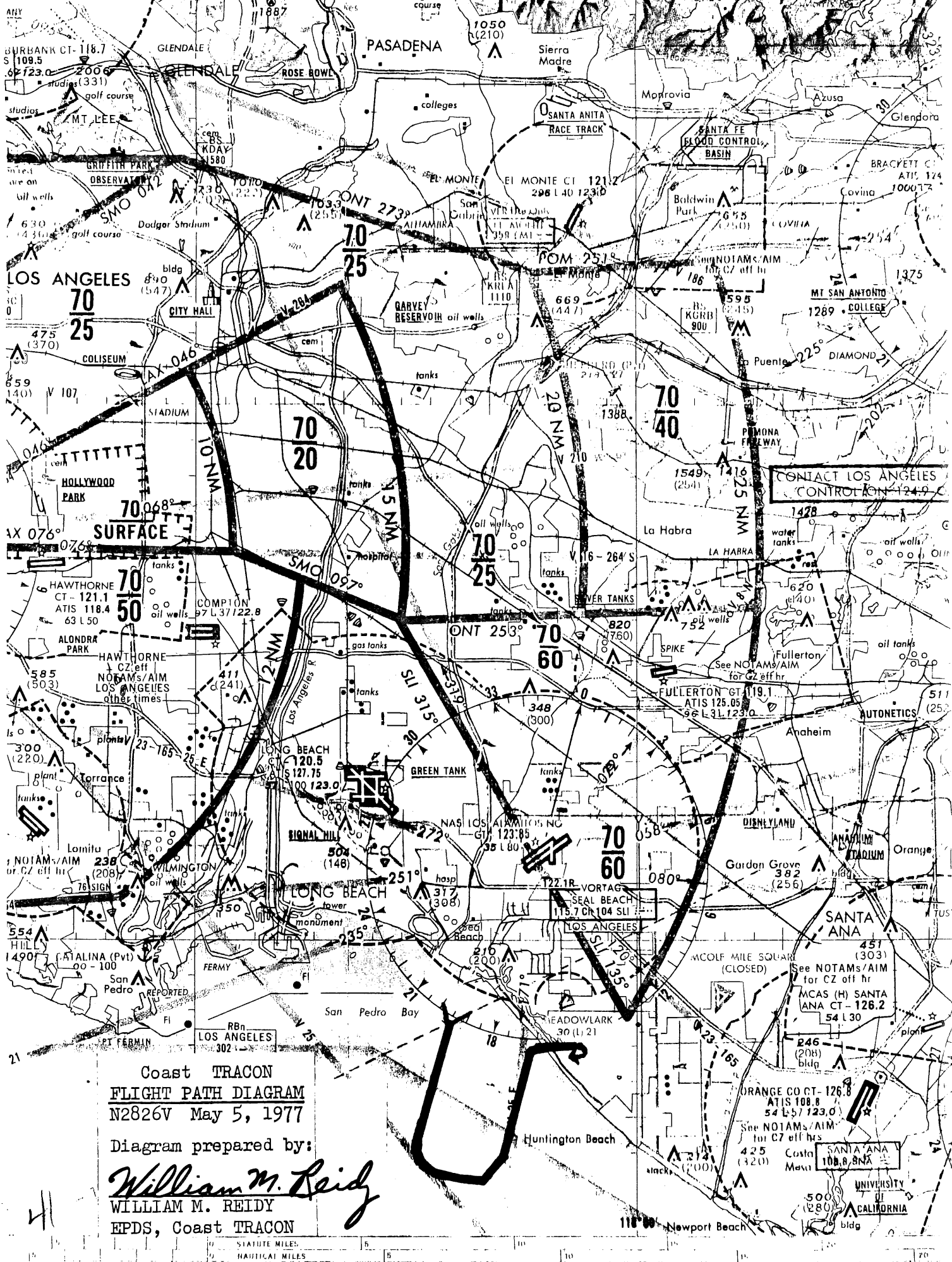
N2826N BECH 35 S/N D-231 5-5-77



40

40 a







SFO FA 050040  
0Z THU-12Z THU  
OTLK 19 THU-07Z FRI

WA OR CA AND CSTL WTRS

HGTS ASL UNLESS NOTED

SYNS...UPR LO CNTRD IN GULF OF AK WITH TROF SEWD OVR WA/ID. COOL  
MOIST UNSTBL AMS PRSTG PACNW. AT SFC WK RDG OVR CA/OR. UPR LO  
SHFTG SLOLY SEWD WITH WK IMPULSE APCHG WA/OR CST ABT 12Z THU.  
CLZD CUTOFF LOW FRMG OVR SRN OR BY 12Z FRI.

SIGCLD AND WX...

WA/OR CASCDS WWD...

8-15 SCT VRBL BKN 20-40 BKN VRBL OVC WI OCNL RW-/SW- MTNS. TOPS  
120-150. MTNS FQTLY OBSCD. ISOLD TRW TOPS TO 250 BUT TCU/CB  
DSIPTG AFT 06Z. LCL GSTY WND S VCNTY SHWRS. OTLK...MSTLY VFR BUT  
LCLY MVFR CIG TIL 22Z.

WA/OR E OF CASCDS...

35-70 BKN VRBL OVC TOPS MEGG LYRS AOA 150 OCNL SHWRS. MTNS FQTLY  
OBSCD. ISOLD TSHWRS TOPS TO 250 BUT TCU/CB DISPTG AFT 06Z. LCL  
GSTY SFC WND S VCNTY SHWRS. OTLK...VFR.

NRN CA...

EXTRM N 25-50 SCT VRBL BKN 80-120 BKN TOPS 150 CHC FEW SHWRS.  
MTNS MSTLY OBSCD. ALSO CSTL SEC 20-35 SCT OCNL BKN TOPS 60. RMNDR  
NRN CA NO SIG CLDS/WX. OTLK...VFR EXCP N CST MVFR CIG.

CNTRL CA...

OVR SIERNEV OCNL CU/TCU 80-120 SCT-BKN TOPS 150 WI W SLPS  
TEHACHAPIS AND SRN SIERRA OCL OBSCD TIL 06Z. ALG CSTL SEC OCNL  
20-40 SCT OCNL BKN TOPS 50. ELSW NO SIG CLDS/WX. OTLK...VFR.

SRN CA...

CSTL MTNS WWD 30-50 SCT LCL BKN TOP 40-60. BCMG 10-20 BKN VRBL  
OVC 10-12Z WITH OCNL CIGS VLYS BLO 1 THSD FT. W SLPS CSTL MTNS  
BCMG OBSCD. RMDR AREA NO SIG CLDS. SFC WND S DESERTS AND MTNS FQTLY  
27-3215G30 DMSHG 03-06Z. OTLK...VFR EXCP CST SEC MVFR CIG TIL  
2Z.

ICG....WA/OR AND EXTRM NRN CA OCNL MDT ICGICIP. FRZLVL WA/OR  
30-50 SLPG TO 50-80 NRN CA AND 80-100 CNTRL CA AND 130 SRN CA.

CA 050949

BFL 051010 CLR 3210. 04Z VFR..

BIH DLAD TIL AFT 15Z..

BLH 051010 CLR 1712. 20Z CLR 2015G20. 04Z VFR..

BUR 051010 CLR. 12Z C12 BKN BKN V SCT. 18Z 25 SCT SCT OCNLY BKN.  
04Z VFR..

DAG 051010 CLR 2425G30. 10Z CLR 3015G. 00Z CLR 2725G35. 04Z VFR WND..

EED 051010 CLR 1712. 20Z CLR 1915G25. 04Z VFR..

LAX 051010 25 SCT SCT V BKN. 19Z 30 SCT 2515G. 02Z CLR. 04Z VFR  
BCMG MVFR CIG..

OAK 051010 CLR 2912. 18Z 40 SCT C200 BKN 2915. 00Z C40 BKN 100 OVC  
CHC RW-. 04Z VFR BCMG MVFR CIG..

ONT 051010 C50 BKN. 12Z C12 BKN 50 OVC 5HK. 15Z C15 BKN 5HK  
BKN V SCT. 19Z CLR 0HK. 22Z CLR 2412. 04Z VFR..

SAC 051010 CLR. 20Z 100 SCT C200 BKN. 00Z C100 BKN 250 BKN. 04Z VFR..

SAN 051010 15 SCT C33 OVC SCT V BKN. 10Z C20 BKN BKN V SCT.

20Z 25 SCT SCT OCNLY BKN AFT 00Z. 02Z C20 OVC. 04Z MVFR CIG..

MSBA 051010 CLR. 10Z CLR 1512. 21Z CLR 2515. 04Z VFR..

SCK 051010 CLR 2710. 21Z 100 SCT C250 BKN 3215G25. 04Z VFR..

BFO ~~051010~~ CLR 2915. 18Z 40 SCT C200 BKN 3015G25.

00Z C40 BKN 100 OVC CHC RW-. 04Z VFR BCMG MVFR CIG..

VNY 051010 CLR. 13Z C12 BKN BKN V SCT. 10Z 25 SCT SCT OCNLY BKN.  
04Z VFR..

WJF 051010 CLR 2525G30. 10Z CLR 2915. 21Z CLR 2425G35. 04Z VFR WND..

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Cedar City FSS

5/5/77

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NV 051108  
BAM FINO  
EKO E 70 OVC 30 55/35/15/2003/976-EKO 5/4  
-EKO 5/4 LWL VOR OTS 1530-2230  
ELY E 60 BKN 15 033/34/10/0109/976-ELY 4/1  
-ELY 4/1 ELY RWY LGTS 18-36 OTS  
LAS CLR 15 038/61/26/1813/970  
LOL 45 SCT E 80 OVC 15 067/48/21/3116/978  
OWY FINO  
RNO 55 SCT M 100 BKN 250 BKN 12 064/43/23/2916/979/SLIDE MTN 19/2530  
TPH CLR 40 045/41/19/3508/977-TPH 5/1 OAL VOR OTS 16-2200  
-TPH 5/1 OAL VOR OTS 16-2200  
UCC CLR 20 022/47/25/0000/970  
U31 FINO  
WMC M 70 OVC 30 062/40/20/2205/976

44  
Cedar City FSS

5/5/77

CA 051110  
 BFL KCLR 30 125/57/42/3605/991  
 BIH  
 BLH CLR 20 063/65/44/1807/973-BLH 5/1  
 -BLH 5/1 BLH VOR OTS 1530-2300  
 BLU AMOS 33/27/1606/981 PK WND 12 000  
 BUR 20 SCT 10 55/48/0000/990  
 DAG CLR 062/62/33/2515/977  
 EED CLR 30 049/69/35/1810/971  
 FAT CLR 20 128/52/40/3210/991  
 IPL CLR 10 075/57/43/2307/975  
 LAX 19 SCT M28 OVC 15 125/57/53/3603/990/BINOVCLAX 5/3 5/5  
 -LAX 5/3 LAX 8-26 CLSD  
 -LAX 5/5 LAX 7R-25L CLSD 1430-2300 EXCP IFR WX THRU 5/6  
 LGB M14 BKN 29 OVC 10 125/59/52/0000/990/BINOVCLGB 2/13 5/2  
 -LGB 2/13 NTB PAR OTS  
 -LGB 5/2 LGB ILS UNMON 13-1700  
 MRY 10 SCT 7 54/45/2812/999  
 MYV 65 SCT 15 119/51/46/1508/988  
 OAK CLR 15 152/54/44/2812/998/ST W-SW-OAK 4/13 4/14 4/15 4/16 4/23  
 4/30  
 -OAK 4/13 OAK ILS 29 OTS TIL 170300  
 -OAK 4/14 OAK LOC/OM 11 OTS TIL 170300  
 -OAK 4/15 OAK ALS 29 OTS TIL 170300  
 -OAK 4/16 OAK RVRT/R 29/RVRT 11 OTS TIL 170300  
 -OAK 4/23 OAK 11-29 CLSD TGL TIL 5/16  
 -OAK 4/30 OAK 11-29 CLSD EXCP W 6000 11 AVBL LNDG/29 TKOF  
 THRU 5/7  
 ONT SP M25 BKN 50 OVC 8 114/56/51/3009/989  
 PRB CLR 15 145/44/38/0000/996  
 REL 60 SCT 100 -BKN 15 121/55/32/3216G26/989/ PK WND 3231/15  
 SAC CLR 15 118/45/40/1205/988  
 SAN M33 OVC 10 125/60/52/1810/990/BINOVCL  
 SBA CLR 10 122/47/41/2406/989  
 SCK CLR 15 135/52/43/2810/993-SCK 4/5  
 -SCK 4/5 SCK 1L-29R CLSD 15-2400 WKDAY EXCP 12500/ABV  
 15 MIN PPO THRU 5/13  
 SFO M16 BKN 15 156/50/42/3012/999/BKN V SCT-SFO 5/5  
 -SFO 5/5 SFO EFF 1530-0500 10R-28L CLSD  
 SJC 35 SCT 15 53/43/3007/998  
 -SJC 5/2 SJC ILS LOC 30L OTS 17-2300  
 SMX  
 SNA FINO  
 SNS CLR 10 157/45/44/0403/999/ST W  
 WJF  
 -WJF 5/1 EDW A/C UNAVBL 07-1300 DLY

FD US 1 KWBC 05 05 40  
DATA BASED ON 05 00 00

VALID 05 12 00 FOR USE 0600-1500. TEMPS NEG ABV 24000

FT 3000 6000 9000 12000 18000 24000 30000 34000 39000

ABQ		2623+10	2622+01	2517-13	2518-25	252040	242249	232661
ALS			2622+00	2531-13	2537-25	254140	244250	244260
AMA	2516	2624+12	2622+04	2519-13	2525-25	243240	243449	233560
EAM		2106-03	2415-10	2541-23	2663-33	269546	259850	257651
BCE			2620-02	2443-15	2557-27	257441	257950	257056
BFF	2821	2824-01	2739-07	2659-18	2677-29	269444	269151	257052
BIL	2626	2732-08	2736-15	2637-27	2541-37	254345	243844	233446
BLD	2409	2712+14	2817+06	2623+00	2537-14	2652-26	267040	267750
BOI		9900+01	2806-07	2614-14	2537-28	2657-38	258249	257047
CZI			2729-06	2746-13	2658-24	2675-34	268345	267146
DEN			2821+05	2731-03	2547-15	2559-26	257041	257151
DLN			2619-09	2730-16	2635-29	2643-40	255147	254245
FMN			2516+08	2519-01	2531-13	2537-25	254240	254350
GEG	2813-02	3019-09	2814-17	2507-30	1408-40	131549	151247	161146
GJT		1805+04	2514-04	2450-17	2463-27	257642	257851	256655
GTF	2522	2934-08	2931-15	2717-28	2308-38	201246	201745	202046
ICT	2315	2517+18	2619+11	2621+03	2628-14	2637-26	264840	274449
ILC			2808	2619-03	2444-17	2562-28	268542	269551
MLD	9900	2807-04	2618-11	2549-24	2572-34	259747	259149	257050
OAL		2713+01	2621-06	2644-18	2665-29	269043	760151	268354
PDX	2805	2608-06	2609-13	2707-19	2615-31	2622-41	272549	281947
PRC		2612+06	2615+00	2524-12	2633-25	274540	274549	274359
RKS		2519	2630-09	2557-21	2578-31	259644	259250	257050
RNO	2712	2517-03	2625-10	2644-21	2666-31	269644	760151	267752
SAN	3412	3520+12	3421+08	3121+02	2830-11	2741-24	275539	276148
SBA	3318	3219+09	3122+05	2927+00	2743-13	2757-25	267440	268349
SEA	2409	2408-05	2307-12	2205-19	2505-31	2406-42	990050	990047
SFO	3021	3021+02	2827-02	2835-07	2752-18	2768-28	269241	269950
SLC	0606	2806-01	2518-08	2450-21	2571-31	259545	259951	257852
TUS	2114+13	2112+05	2208+00	3007-13	3114-24	312339	302349	292260

FD US

5/5/77

Cedar City FSS

46

46

FO WA 121330  
GEORGE-GE1936

AIRNET FORTHOY 2. FLY PACIN. GINTL AND JON CA... FOT EOT TUREC  
WHLY OWING/MEETS UP 5 THED FT TERN... ALSO GATE BYNE BRD CA  
ETLY OBSOR. CONT BYC 1937.

Cedar City FSS

5/5/77

47

SFO WA 051145  
051145-031745

AIRMET FOXTROT 3. FLT PRCTN. CNTRL AND SRN CA... FGT MDT TUREC  
MNLY OMTNS/DESERTS WI 5 THSD FT TRRN... ALSO CSTL MINS SPCLY SRN  
CA OCNL OBSCD. CONT BYD 1745Z.

48 Cedar City FSS

5/5/77

MPI-10C (2-72)		SURFACE WEATHER OBSERVATIONS (Abridged for use at designated Civil Stations)										U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION NATIONAL WEATHER SERVICE		STATION FAA FULLERTON, CA DATE MAY 5, 1977					
To convert LST to GMT ADD _____ hrs. SUBTRACT _____ hrs.																			
TYPE	GMT (L.S.T.)	SKY AND CEILING (Hundreds of feet)	VISIBILITY (miles)		WEATHER AND OBSTRUCTIONS TO VISION	SEA LEVEL PRESS. (mb.)	TEMP. (°F)	DEW PT. (°F)	WIND		ALTIM. SETTING (ins.)	REMARKS AND SUPPLEMENTAL CODED DATA		STATION PRESSURE (ins.)	DRY BULB (°F)	WET BULB (°F)	TOTAL SKY COVER	TOTAL PAQUE SKY COVER	OBSER- VER'S INITIALS
(1)	(2)	(3)	(4)	(4a)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(17)	(18)	(19)	(21)	(21)	(21)
R 1300	M 25 ⊕	5			H				00 00		991						10 10	FR	
R 1345	M 32 ⊕	5			H				12 04		992						10 10	FR	
R 1445	M 17 OVC	6			H				21 04		991						10 10	FR	
R 1544	11 SCT M 16 OVC	6			H				21 07		993	⊕ 50 I CERTIFY this to be a true					10 10	FR	
R 1645	12 SCT M 22 OVC	6			H				19 10		993						10 10	FR	
R 1746	M 25 OVC	7							2 08		994	copy of the original on file at the					10 10	FR	
R 1845	M 22 OVC	7							23 12		994						10 10	FR	
R 1948	E 25 OVC	10							19 10		990	National Climatic Center, Ashville,					10 10	FR	
R 2045	M 30 OVC	10							19 08		990						10 10	FR	
R 2145	E 30 BKN	10							21 10		987	North Carolina.					8 6	CG	
R 2245	30 SCT	15							21 10		984						5 4	JB	
R 2345	30 SCT E 50 BKN	20							24 10		986	WE Jennings					9 8	CG	
R 0045	E 30 BKN	20							18 10		983	Facility Chief					5 4	CG	
R 0150	E 30 BKN 5000	20							21 10		983	Fullerton ATCT					10 10	CG	
R 0245	M 30 BKN 45 OVC	10							24 10		984						10 10	CG	
R 0345	M 25 BKN 45 OVC	10							24 12		983						10 10	JB	
R 0445	M 25 BKN	10							24 12		983						8 8	JB	

TIME (L.S.T.)	NO.	PRECIP. (ins.)	SNOW FALL (ins.)	SNOW DEPTH (ins.)	MAX. TEMP. (°F)	MIN. TEMP. (°F)	STATION PRESSURE COMPUTATIONS				SUMMARY OF DAY (Midnight to Midnight)					REMARKS, NOTES AND MISCELLANEOUS PHENOMENA			
(42)	(43)	(44)	(45)	(46)	(47)	(48)	TIME (L.S.T.) (59)	ATT. THERM. (60)	OBSRVD. BAR. (61)	TOTAL CORR. (62)	STA. PRESS. (63)	BAROGRAPH (64)	BAR. CORR. (65)	24-HR. MAX. TEMP. (°F)	24-HR. MIN. TEMP. (°F)	24-HR. PRECIP. WATER EQUIV. (ins.)	24-HR. SNOW FALL UNMLTD. (ins.)	1200 GMT SNOW (ins.)	(50)
MID. TO	1													(66)	(67)	(68)	(69)	(70)	
	2																		
	3																		
	4																		
MID.	5																		



50

WFO-CA  
110-5

U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL WEATHER SERVICE

STATION  
LONG BEACH, CALIF. (DAUGHERTY FIELD)

SURFACE WEATHER OBSERVATIONS

DATE MAY 05 1977 TO CONVERT LST TO GMT  
ADD 8 hrs. SUBTRACT 0 hrs.

TYPE	TIME (EST)	SKY AND CEILING (Hundreds of Feet)	VISIBILITY (Miles)		WEATHER AND OBSTRUCTIONS TO VISION	SEA LEVEL PRESS. (Mbs.)	TEMP. (°F)	DEW PT. (°F)	WIND			ALTIM. ETER SET- TING (In.)	REMARKS AND SUPPLEMENTAL CODED DATA	COR- RECTED TEMP. (°F)
			SURFACE	TOWER					DIREC- TION (00-360)	SPEED (Kts.)	CHAR- ACTER			
(1)	(2)	(3)	(4)	(4a)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
R	0055	20 SCT	10			129	57	51	00	00		991	/ 805 1500	M
S	0123	M18 BKN	10						06	04		990		M
R	0155	M19 BKN	10			125	57	51	02	03		990		M
R	0255	<del>M18 BKN</del> 29 OVC	10			125	59	52	00	00		990	/ BKN OVC BKN 4 SCT	M
R	0355	M18 BKN 29 OVC	12			125	60	52	20	05		990	/ BKN OVC / 703 1500 57	M
R	0455	M17 BKN 29 OVC	12			125	60	52	18	04		990		M
R	0555	M18 BKN 29 OVC	12			129	60	53	22	03		991		M
R	0655	M19 BKN 29 BKN 44 OVC	10			132	60	53	21	06		992	/ 307 1511	BS
R	0755	M19 BKN 29 BKN 44 OVC	10			132	60	54	18	10		992		BS
R	0855	M23 BKN 45 BKN	12			135	63	53	21	10		993		BS
RS	0955	23 SCT 45 OVC	12			139	63	52	18	10		994	/ BKN OVC / 307 1500 57	BS
R	1055	25 SCT 50 BKN	12			135	65	52	17	11		993		BS
R	1155	25 SCT 50 SCT	12			132	65	52	18	14		992		BS
R	1255	25 SCT 50 BKN	12			129	67	52	21	12		991	/ 710 1500	BS
R	1355	25 SCT 50 SCT	12			119	66	52	17	12		988		BS
R	1455	25 SCT 50 SCT	15			112	65	52	22	11		986		DA
R	1555	25 SCT 50 BKN	15			112	65	51	23	07		986	/ 617 1800 68	DA
R	1655	M28 BKN 45 BKN	12			105	64	52	24	09		984		DA
R	1755	M23 BKN	14			102	62	52	27	10		983	/ DRK CIG	DA
R	1855	M28 BKN 250 BKN	14			102	60	48	26	12		983	/ 608 1501	DA
S	1935	M30 BKN 45 BKN	14						27	12		984	/ 608 1501	DA
R	1955	25 SCT M40 BKN	14			105	59	44	27	13		984		DA
R	2055	M36 BKN	15			105	58	44	27	13		984		DA
R	2155	M34 BKN	15			105	58	44	26	13		984	/ 002 1500 68	DA
R	2255	34 SCT	15			105	58	44	26	08		984		M
R	2355	35 SCT	15			102	55	43	25	13		983		M
I certify that this is a true copy of the original which is on file at the National Climatic Center, Ashville, North Carolina.														
<u>Robert M. Stuart</u>														
ROBERT M. STUART, Chief Observer														
National Weather Service, Long Beach, CA														

I certify that this is a true copy of the original  
which is on file at the National Climatic Center,  
Ashville, North Carolina.  
*Robert M. Stuart*  
ROBERT M. STUART, Chief Observer  
National Weather Service, Long Beach, CA

U. S. Government Printing Office: 1975 - 465-461/1093 Region No. 6

15

15

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

COAST TERMINAL RADAR APPROACH CONTROL  
MCAS EL TORO, SANTA ANA, CALIFORNIA



SUBJECT : Transcription of Beach Radar position of  
operation in Coast TRACON pertinent to air-  
craft accident NZJ TRACON No. 38 - N2826V BE35

May 5, 1977, 1429:35 GMT to 1442:31 GMT

N2826V : November 2826 Victor  
BR : Beach Radar - Coast TRACON  
N69F : November 69 Foxtrot  
N450FH : November 450 Foxtrot Hotel  
N18737 : November 18737  
UNK : Unknown  
TIME : Time in Greenwich

I HEREBY CERTIFY that the following is a true transcription of the  
recorded conversation pertaining to the subject accident.

*William M. Reidy*  
WILLIAM M. REIDY  
EPDS, Coast TRACON

1429:35 N2826V coast approach this is bonanza two eight two six  
victor over.

1429:38 BR bonanza two eight two six victor coast

1429:42 N2826V yes ah i'm over fullerton or approximately over  
fullerton right now and would like a special ah  
vfr ah clearance to get through this soup

1429:53 BR where you going and what's your altitude

1429:56 N2826V right now i'm at eight thousand feet and i'm going  
to ah fullerton

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Page 2 (BR)

1430:01 BR two six victor contact los angeles center on one three two point eight five

1430:12 N2826V that's a negative ah i've just got ah ninety channel ah radio here

1430:18 BR alright bonanza two eight two six victor understand you want to land at fullerton and i don't know what soup you're talking about fullerton's measured ceiling three thousand two hundred overcast visibility five in haze do you want an ifr descent below the clouds i can't give you special vfr at that altitude

1430:32 N2826V ah this ah fog how far out over the ocean does it go right now can i get out over it and get back in underneath it

1430:39 BR i don't know sir i'm sitting here in a dark room ah you're you're in clouds now or above clouds

1430:45 N2826V i'm above the clouds i'm at eight thousand feet and i need to get down ah right now i'm i'm a on the red line on fuel

1430:52 BR alright can you accept a ifr descent through the overcast

1430:58 N2826V ah that was a ten nine i didn't get that last ah transmission

1431:09 N2826V bonanza two eight two six victor come back again i didn't get your last transmission

1431:16 BR bonanza two six victor coast squawk zero one three seven and ident

1431:32 N2826V this bonanza two eight two six victor ah squawking two two one five seven

53

Page 3 (BR)

1431:44 BR duke six niner fox descend and maintain two thousand five hundred

1431:48 N69F six nine fox out of six for two thousand five hundred and it looks like ah the clouds may be extending all the way out to catalina for that one gentleman over fullerton

1431:56 BR okay thank you sir

1432:22 N2826V this is bonanza two eight two six victor ah squawking one twenty two point five over

1432:29 N2826V one twenty one seven oh (unintelligible) this bonanza two eight two six victor squawking wa two one five seven over

1432:39 BR bonanza two six victor squawk seven seven zero zero and ident seventy seven hundred squawk mayday

1432:54 N2826V this is bonanza two eight two six victor squawking seven seven oh oh

1432:58 BR bonanza two six victor you're in radar contact sir your position is five miles south of the seal beach vor can you accept an ifr descent through the clouds

1433:07 N2826V yes

1433:08 BR okay bonanza two six victor heading one eight zero descend and maintain five thousand and ah what is your fuel status

1433:18 N2826V right now i'm on the red line on on my left tank and and (unintelligible) yellow on the right

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Page 4 (BR)

1433:25 BR alright descend and maintain five thousand heading one eight zero i'll give you a turn back towards fullerton airport here in another three miles

1434:11 BR bonanza two six victor turn left a left turn heading three six zero say altitude leaving

1434:22 BR bonanza two six victor coast

1434:25 N2826V this is bonanza two eight two six victor you say three six zero

1434:30 BR yes sir a left turn heading three six zero and say your altitude

1434:34 N2826V right now i'm at seven thousand feet and dropping

1434:37 BR okay continue descent

1435:49 BR bonanza two six victor what's your altitude

1435:53 N2826V six thousand

1435:54 BR kay descend and maintain ah four thousand and report below the clouds

1436:00 N2826V (unintelligible) you want me on a three six heading

1436:03 BR yes sir heading three six zero's a vector to fullerton airport unless you want unless you want go to a different airport you just want to get below the clouds and try a different airport to get some gas

1436:12 N2826V ah yes i want to land at fullerton

55

55

Page 5 (BR)

1436:14	BR	okay you want to land at fullerton heading three six zero's a vector to it and descend and maintain four thousand
1437:10	BR	bonanza two six victor say altitude
1437:12	N2826V	ah altitude is forty five hundred and descending
1437:15	BR	okay bonanza two six victor descend and maintain one thousand five hundred advise when you're below the clouds
1437:45	BR	bonanza two six victor coast
1437:50	BR	bonanza two six victor coast
1437:53	BR	bonanza two eight two six victor coast
1437:57	UNK	(unintelligible) thousand feet
1438:01	BR	bonanza two six victor coast your transmission was broken say again
1438:11	BR	bonanza two six victor your position is ah
1438:16	BR	bonanza two six victor coast
1438:21	BR	bonanza two six victor coast approach
1438:44	BR	bonanza two eight two six victor coast
1440:00	BR	cessna seven three seven coast
1440:01	N450FH	(chopper)* five zero foxtrot hotel

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Page 6 (BR)

1440:05 BR cessna seven three seven coast

1440:07 N18737 go ahead coast

1440:08 BR okay that aircraft i wa want you to look for was descending out of eight thousand vfr he was low on fuel trying to get below the clouds to fullerton and ah i've lost radar with him turn right to zero eight zero i'm gonna vector you over the spot and i'd like to let me know what you see down there

1440:22 N18737 kay right to zero eight zero and why don't you ah why don't you give us what'd you give us twenty five hundred or fifteen hundred

1440:28 BR descend now and maintain one thousand five hundred cessna seven three seven

1440:33 N18737 okay down to fifteen hundred and ah we'll keep on zero eight zero and we'll look for em

1440:48 N450FH coast approach chopper four five zero foxtrot hotel

1440:52 BR copter zero fox hotel coast

1440:54 N450FH ah roger i've located your aircraft it's down ah in pieces

1440:59 BR it's down in pieces

1441:01 N450FH that's affirmative approximately ah three hundred ah yards west of (unintelligible)

1441:09 BR copter zero fox hotel i missed the location sir

1441:23 BR copter zero fox hotel coast

57



Page 7 (BR)

1441:26 N450FH ah this is five zero fox hotel go ahead

1441:31 BR okay i missed the location say again the location

1441:35 N450FH ah roger the location of the aircraft is about three hundred yards west of ah goldenwest avenue huntington beach

1441:55 BR copter fox hotel is there any movement around the aircraft

1442:00 N450FH ah dah negative at this point ah a lot of spectators are gathering over

1442:09 BR a lot of spectators are gathering thank you

1442:11 N450FH and we do have a ah highway patrol ah moving in on the location at this time

1442:18 BR copter zero fix hotel okay thank you very much for your assistance appreciate it cessan seven three seven coast

1442:25 N18737 seven three seven we're down to fifteen hundred now can we offer you any of further assistance

1442:31 BR ah no thank you we've located the aircraft it's i can give you the approach now but ah not out the holding pattern

-----end of transcript-----

\*This portion of the recording is not entirely clear but this represents the best interpretation possible under the circumstances.

58

L.A.

FLIGHT PLAN RECORD (FAA Use Only)									
1. TYPE <input checked="" type="checkbox"/> VFR <input type="checkbox"/> IFR <input type="checkbox"/> DVFR	2. AIRCRAFT IDENTIFICATION <i>2826V</i>	3. AIRCRAFT TYPE/SPECIAL EQUIPMENT <i>Bar</i>	4. TRUE AIRSPEED <i>180</i> KTS	5. DEPARTURE POINT <i>Cedar City</i>	6. DEPARTURE TIME PROPOSED (Z)    ACTUAL (Z) <i>1130</i>		7. CRUISING ALTITUDE <i>8500</i>		
8. ROUTE OF FLIGHT <i>Last Vegas L.A.</i> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;"><i>1500</i></span>									
9. DESTINATION (Name of airport and city) <i>FLIL Fullerton</i>			10. EST. TIME EN ROUTE HOURS    MINUTES <i>3</i> <i>30</i>		11. REMARKS				
12. FUEL ON BOARD HOURS    MINUTES <i>4</i> <i>30</i>		13. ALTERNATE AIRPORT(S)		14. PILOT'S NAME, ADDRESS, TELEPHONE NUMBER, AND AIRCRAFT HOME BASE <i>H. Wessendorfer</i> <i>Page 645-5897</i>				15. NUMBER ABOARD <i>4</i>	
16. COLOR OF AIRCRAFT <i>CU/Orange</i>			<input checked="" type="checkbox"/> WEATHER BRIEFING		SPECIALIST INITIALS <i>DP</i>		TIME STARTED		<input type="checkbox"/> VNR

FAA Form 7233-3 (3-72)

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978 - 771-977/62/7

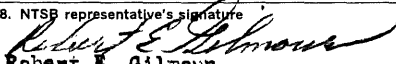
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12326V DE35 FUL 1500

0001  
000 005 001 051132

59

Cedar City FSS 5/5/77

59

NATIONAL TRANSPORTATION SAFETY BOARD		Accident identification number
<b>RELEASE OF AIRCRAFT WRECKAGE AND/OR PARTS</b>		<b>LAX 77-F-A041</b>
<b>A.</b>		
1. <input checked="" type="checkbox"/> Release of aircraft wreckage		2. <input type="checkbox"/> Receipt of material
3. Registered owner or owner's authorized agent		4. Investigator in charge or engineering Div.
Name <b>Stan Nielson</b>		Name <b>Robert E. Gilmour</b>
Address <b>Charles W. Funaro, Aviation Adjuster</b> <b>11523 Purbank Blvd.</b>		Address <b>8932 South Sepulveda Blvd., Suite 426</b>
City and State <b>North Hollywood, California 91603</b>		City and State <b>Los Angeles, California 90045</b>
5. Aircraft identification, date, and location of accident		
Registered owner <b>Wessendorf, Herman, II L. &amp; Patty M.</b>		Registration No. <b>N2826V</b>
Make <b>Beechcraft</b>		Model <b>35</b>
Date of accident <b>5-5-77</b>		Location <b>Huntington Beach, California</b>
6. National Transportation Safety Board <input checked="" type="checkbox"/> has, <input type="checkbox"/> has not completed its investigation of the aircraft wreckage described above.		
7. All wreckage except that listed below in box 11 is hereby released to the registered owner for appropriate disposition. (If no parts are retained, insert NONE.) <div style="text-align: center;"><b>none</b></div>		
8. NTSB representative's signature  <b>Robert E. Gilmour</b>		Date <b>5-8-77</b>
Title <b>Air Safety Investigator</b>		

B. RECEIPT FOR MATERIAL	
Under Section 701(c) of the Federal Aviation Act as amended, the National Transportation Safety Board has retained for further examination those parts, pieces, or components listed below. When they have served their purpose they will be returned.	
TO OWNER OR OWNER'S AUTHORIZED AGENT	
Fill in boxes 9 and 10 if material is to be returned to persons or an address other than that listed in box 3.	
9. Ship parts to	
Address	
City and State	
10. Signature	
11. Parts, pieces, or components retained	
12. To owner or owner's authorized agent or their designate: Upon receipt of the above material, sign and return this form to the National Transportation Safety Board, Bureau of Aviation Safety, Washington, D.C. 20591.	
Signature	Date

There were no negatives available for photographs nos. 1 through 22.

61



2

2. Looking in a southeasterly direction, direction of flight, from the small lake to the main wreckage with pieces of the aircraft distributed in between.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



3

3. Looking in a southerly direction showing some of the pieces of the aircraft.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V

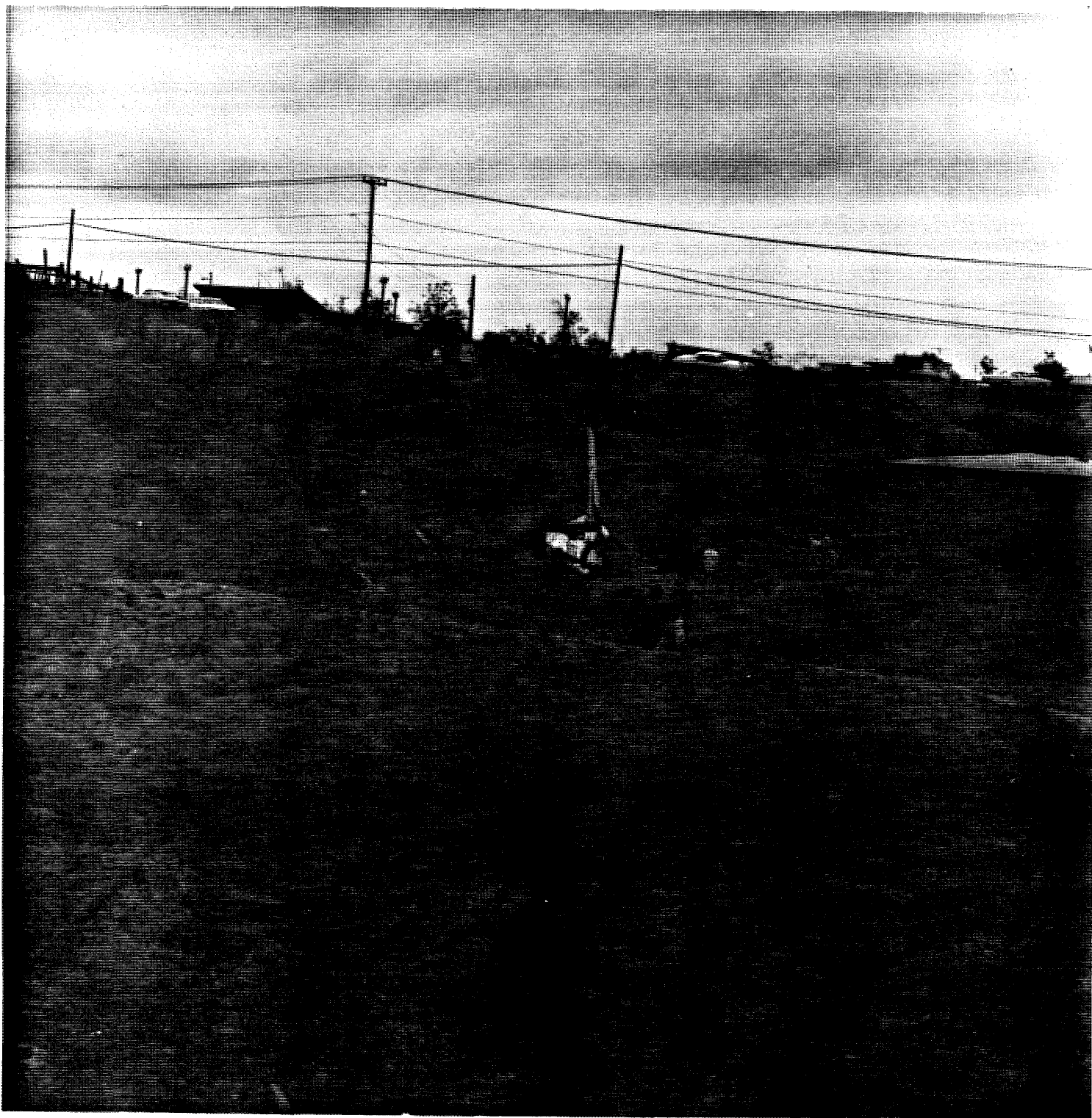


4

4. Looking in a southerly direction showing the main wreckage.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V





5

5. Looking in a southeasterly direction showing the main wreckage.

LAX 77-F-AØ41, Huntington Beach, California, May 5, 1977, Beech 35, N2826V

65





6

6. Showing the main wreckage.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V

66



7

7. Showing the main wreckage.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



8

8. Showing the main wreckage.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V





9

9. Showing the main wreckage.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



10

10. Showing the main wreckage.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



//

11. Showing the main wreckage.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



12

12. Showing the main wreckage.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V





13

13. Showing the left landing gear with pieces of the wing and flap attached.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V





14

14. Showing the left landing gear with pieces of the wing and flap attached.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



15

15. Left wing fuel cell in leading edge wing root.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



16

16. Left wing fuel cell in leading edge wing root.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V





17

17. Fuselage skin.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



18

18. Cabin door.

LAX 77-F-AØ41, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



19

19. Piece of left outboard wing skin with aileron.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



20

20. Right stabilator.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V





21

21. Right stabilator.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V





22

22. Left stabilator with half of the ruddervator.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



23. Piece of leading edge  
of left wing.

23



24. Left wing tip cap.

24

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



25. Layout of left wing  
with recovered pieces.

25



26. Layout of left wing  
with recovered pieces.

26

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



27. Layout of left wing  
with recovered pieces.

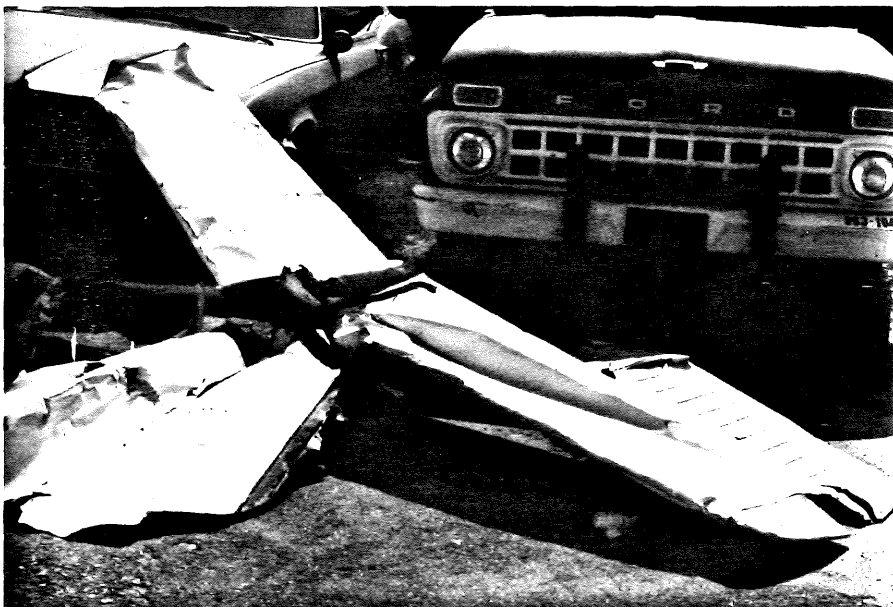
27



28. Layout of the empennage  
with recovered parts.

28

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



29. Layout of the empennage with recovered parts.

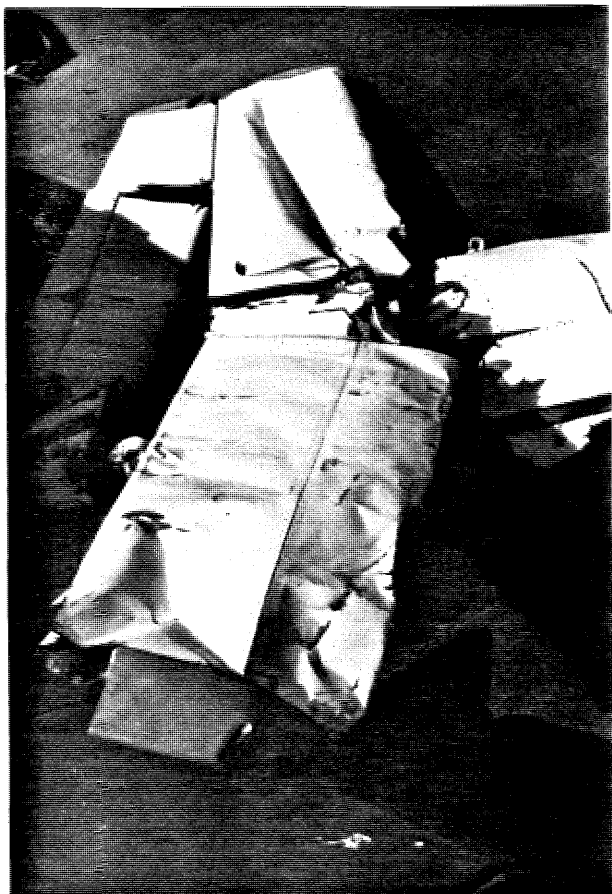
29



30. Layout of the empennage with recovered parts.

30

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



31. Layout of the empennage with recovered parts.

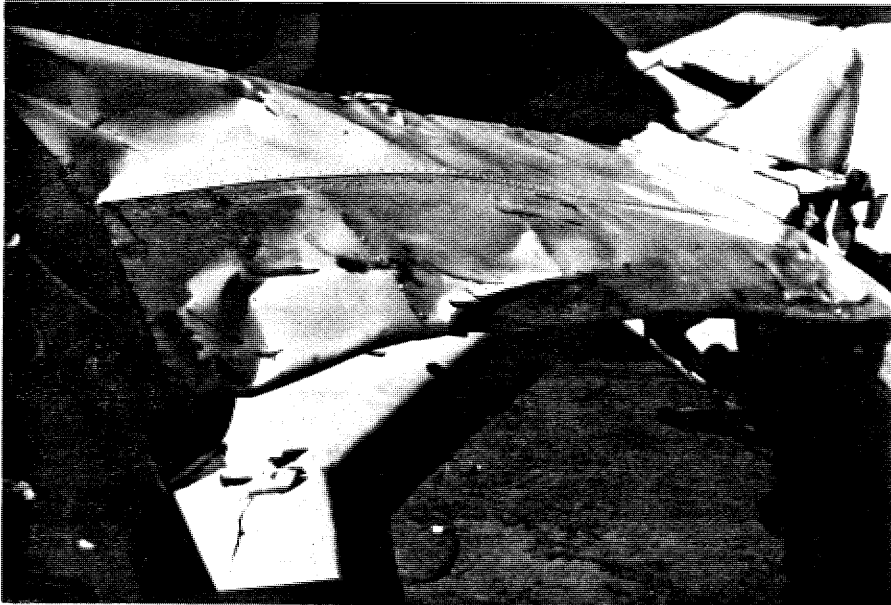
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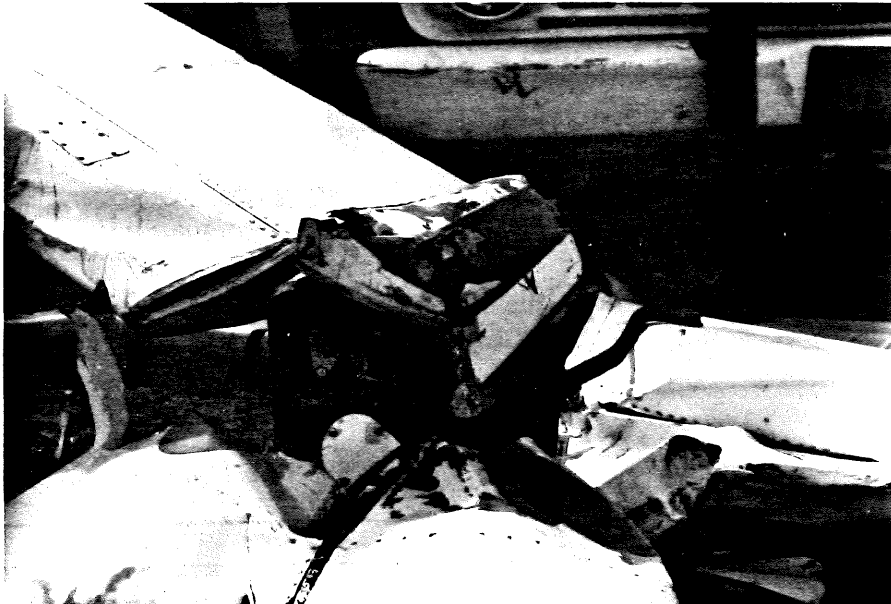
32. Leading edge of the left stabilator.

32

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



33. Leading edge of the right stabilator.



34. Stabilator center section.

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V





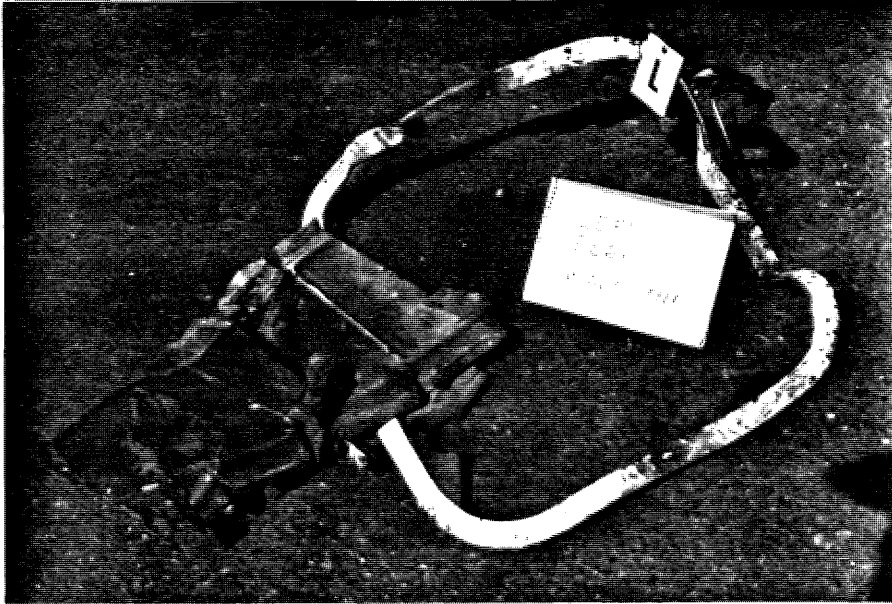
35. Stabilator center section.



36. Left rear window frame with wing rib wrapped around it.

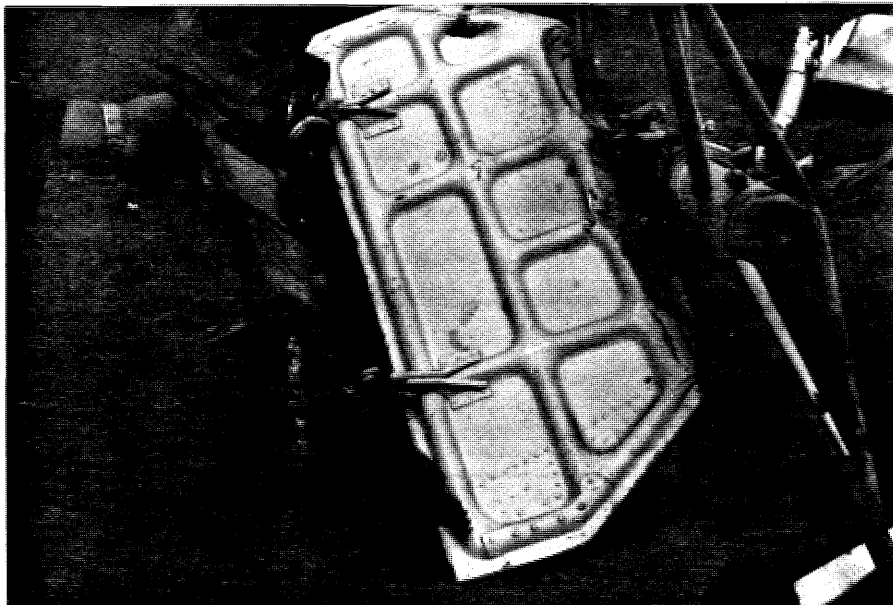
LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V





37. Left rear window frame with wing rib wrapped around it.

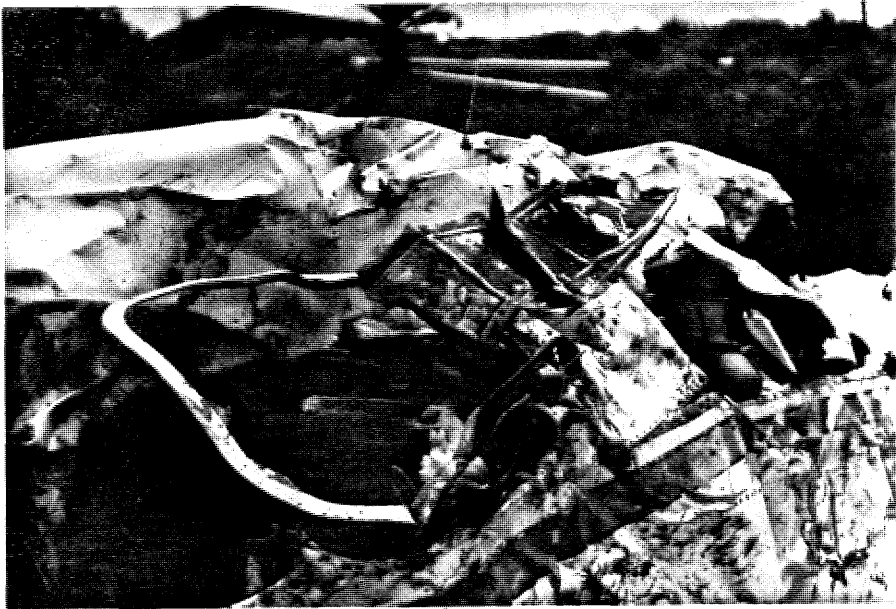
37



38. Left wing rib showing relation to gear door.

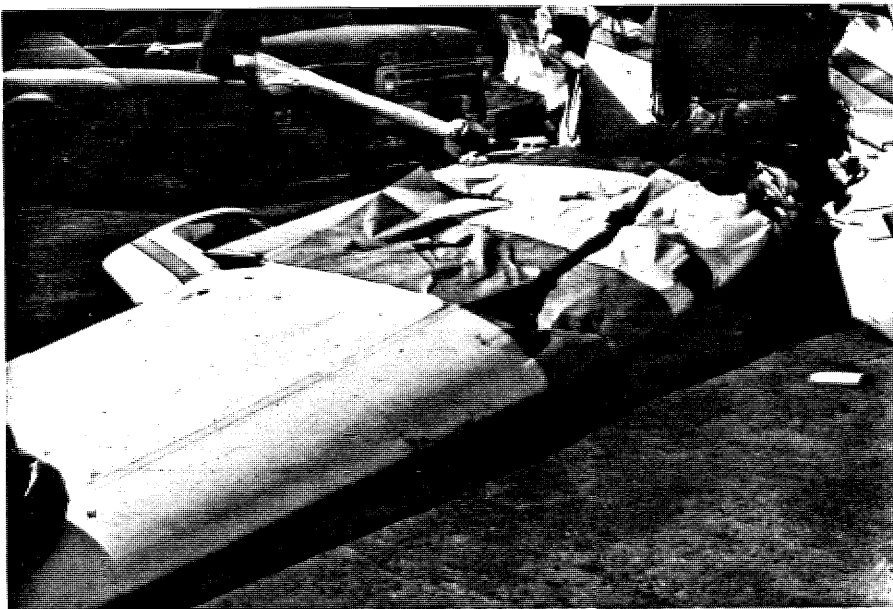
38

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



39. Left rear window frame with wing rib wrapped around it placed in relative position.

39



40. Right wing.

40

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



41. Right wing.

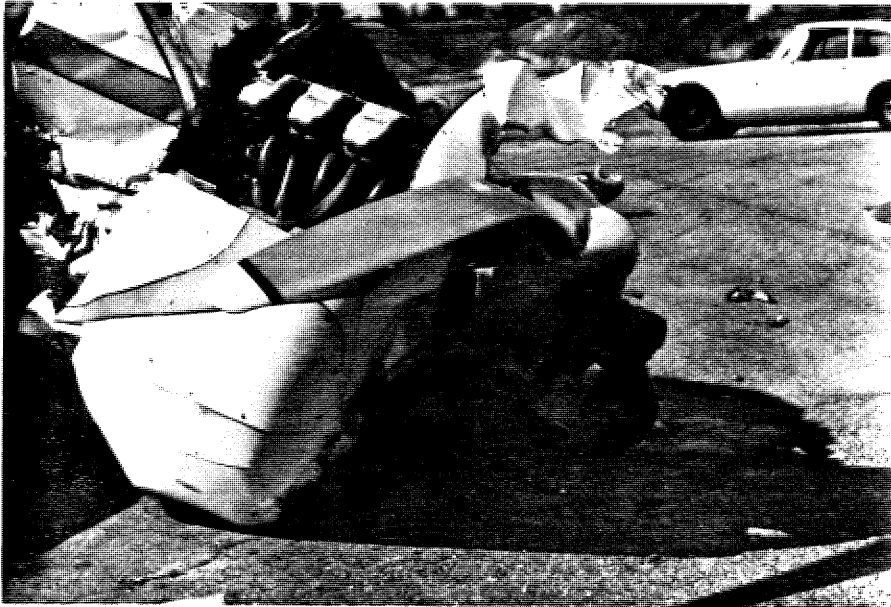
41



42. Right wing.

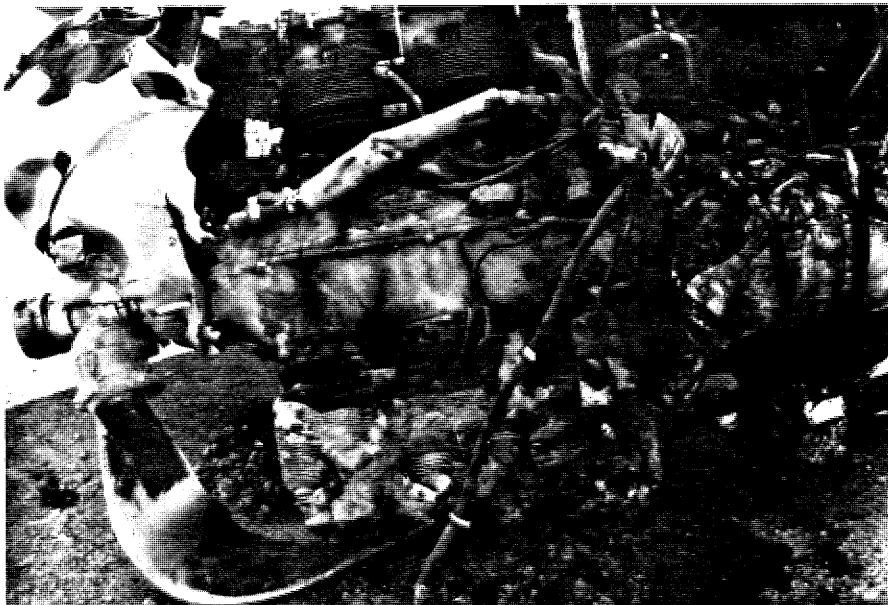
42

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



43. Engine and propeller.

43



44. Engine and propeller.

44

LAX 77-F-A041, Huntington Beach, California, May 5, 1977, Beech 35, N2826V



45. Engine and propeller.

45

LAX 77-F-AØ41, Huntington Beach, California, May 5, 1977, Beech 35, N2826V