



Aviation Investigation Factual Report

Location:	COALINGA, California	Accident Number:	LAX90LA073
Date & Time:	January 20, 1990, 19:35 Local	Registration:	N2572Y
Aircraft:	PIPER PA-28-161	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

Pilot Information

Certificate:	Private	Age:	27, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 24, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	88 hours (Total, all aircraft), 12 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2572Y
Model/Series:	PA-28-161 PA-28-161	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2448 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-D3G
Registered Owner:	DAVID G. ROE	Rated Power:	160 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	5 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C / -18°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	TRACY (036)	Type of Flight Plan Filed:	None
Destination:	HARRIS RANCH (308)	Type of Clearance:	None
Departure Time:	16:20 Local	Type of Airspace:	

Airport Information

Airport:	HARRIS RANCH 308	Runway Surface Type:	Asphalt
Airport Elevation:	465 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	2820 ft / 30 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	36.190269,-120.390449(est)

Administrative Information

Investigator In Charge (IIC): Mucho, R. gary

Additional Participating Persons:

Report Date: February 6, 1995

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=26722>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).