



Aviation Investigation Final Report

Location:	BARSTOW, California	Accident Number:	LAX83LA072
Date & Time:	January 15, 1983, 15:02 Local	Registration:	N2422A
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE ACFT WAS DAMAGED IN AN OFF ARPT PRECAUTIONARY LANDING AFTER AN ENCOUNTER WITH WEATHER. THE STUDENT PILOT HAD LEFT ON THE SECOND LEG OF A CROSS-COUNTRY FLT WITHOUT CHECKING THE WEATHER OVER THE REMAINING ROUTE. ENROUTE HE DECIDED THE WEATHER WAS BAD AND DIVERTED TO THE EAST. HE BECAME DISORIENTED AND WENT DOWN TO CIRCLE AT LOW ALT FOR CONFIRMATION OF LOCATION. NEAR BARSTOW CA THE PILOT SAID THE ENGINE STARTED 'SPLURTING' SO HE DECIDED TO LAND. WITNESSES AT THE SITE SAID THE ACFT CIRCLED OVER A RACE TRACK WHERE AN OFF-ROAD VEHICLE COMPETITION WAS IN PROGRESS FOR 30 MINUTES PRIOR TO LANDING. AFTER THE ACCIDENT THE ENGINE WAS TESTED AND RAN NORMALLY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
2. (C) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

- 3. (C) WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
- 4. (C) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 5. (F) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Student	Age:	24, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 5, 1982
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	42 hours (Total, all aircraft), 42 hours (Total, this make and model), 7 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2422A
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-78A0678
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	November 1, 1982 100 hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	97 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2197 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	BUD WALEN AVIATION	Rated Power:	112 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:	Day
Observation Facility, Elevation:	DAG ,1927 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	16:00 Local	Direction from Accident Site:	50°
Lowest Cloud Condition:	Clear	Visibility	35 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	19°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CALIFORNIA CITY, CA (L71)	Type of Flight Plan Filed:	VFR
Destination:	VAN NUYS , CA (VNY)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.970138,-116.990463(est)

Administrative Information

Investigator In Charge (IIC): Schutte, Audrey

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23599>

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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](#).