



Aviation Investigation Final Report

Location:	PHOENIX, Arizona	Accident Number:	LAX88FA196
Date & Time:	May 29, 1988, 17:40 Local	Registration:	N904Q
Aircraft:	BEECH H-35	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT HAD JUST COMPLETED A FLIGHT FROM FARMINGTON, N.M., TO PHOENIX, AZ (PHX) WHERE SHE DEPLANED HER PAX. THE PLT DEPT PHX ENROUTE TO MESA, AZ, (FFZ). AFTER T.O. THE LCL CONTROLLER INSTRUCTED THE PLT TO TURN RIGHT TO 300 DEG AND TO TURN ON THE XPNDR; THE PLT COMPLIED. SHORTLY THEREAFTER THE LCL CONTROLLER INSTRUCTED THE PLT TO CONTACT THE DEPT CONTROLLER. THE PLT DID NOT ACKNOWLEDGE OR COMPLY WITH THE INSTRUCTIONS. GND WITNESSES RPTD THAT THE AIRPLANE WAS FLYING AT A LOW ALTITUDE WHEN IT PITCHED OVER & CRASHED. THE INVESTIGATION DSCLD NO EVIDENCE OF ANY PREIMPACT AIRFRAME/ENGINE MALFUNCTIONS. THE CABIN ENTRANCE DOOR WAS FOUND TO BE OPEN AT IMPACT, BUT THE LATCHING MECHANISM WAS IN THE LOCKED POSITION. THE PLT'S POSTMORTEM EXAM DISCLOSED THAT SHE WAS NOT WEARING A SEAT BELT AT THE TIME & HER RT ARM WAS EXTENDED AT IMPACT.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) DOOR,PASSENGER - UNLOCKED
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (F) ACFT/EQUIP,INADEQUATE DESIGN - MANUFACTURER

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. (F) DIVERTED ATTENTION - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	24,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 7, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	650 hours (Total, all aircraft), 150 hours (Total, this make and model), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N904Q
Model/Series:	H-35 H-35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	D-5084
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 11, 1987 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2500 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-G
Registered Owner:	JOHN E. CASSIDY	Rated Power:	240 Horsepower
Operator:	DAVID B. CASSIDY	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:	PHX ,1132 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	17:58 Local	Direction from Accident Site:	120°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 27 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PHOENIX , AZ (PHX)	Type of Flight Plan Filed:	None
Destination:	MESA , AZ (FFZ)	Type of Clearance:	None
Departure Time:	17:39 Local	Type of Airspace:	Class D

Airport Information

Airport:	PHOENIX PHX	Runway Surface Type:	
Airport Elevation:	1132 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	33.500331,-112.049064(est)

Administrative Information

Investigator In Charge (IIC): Llorente, A.

Additional Participating Persons: BARRY J PHILLIPS; PHOENIX , AZ
JOHN E WARD;
JOHN KENT;

Original Publish Date: June 9, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=25835>

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](#).