



Aviation Investigation Final Report

Location:	CIBOLA, Arizona	Accident Number:	LAX91FA219
Date & Time:	May 18, 1991, 18:00 Local	Registration:	N6017E
Aircraft:	BEECH C23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

UPON ARRIVING OVER A RIVER BEACH AREA THE PILOT MADE LOW PASSES DOWN A NEARBY ROAD. ON HIS THIRD PASS THE AIRCRAFT COLLIDED WITH A TRUCK. THE PILOT ENTERED A CLIMB AFTER COLLISION, LOST CONTROL OF THE AIRCRAFT AND IT IMPACTED THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN ADEQUATE CLEARANCE BETWEEN THE AIRCRAFT AND GROUND VEHICLE DURING A LOW PASS RESULTING IN AN IN FLIGHT COLLISION WITH THE VEHICLE, LOSS OF CONTROL, AND IN FLIGHT COLLISION WITH TERRAIN. FACTORS RELATED TO THE ACCIDENT WAS THE PILOT'S OSTENTATIOUS DISPLAY OF MAKING A LOW PASS OVER A GROUND VEHICLE.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. OBJECT - VEHICLE
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. OSTENTATIOUS DISPLAY - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CLIMB

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Private	Age:	35, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 23, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	252 hours (Total, all aircraft), 93 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6017E
Model/Series:	C23 C23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M2142
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	October 3, 1990 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	66 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1256 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A4K
Registered Owner:	T. INESON & P. BRADE	Rated Power:	180 Horsepower
Operator:	T. INESON & P. BRADE	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	EL CAJON , CA (SEE)	Type of Flight Plan Filed:	None
Destination:		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:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	33.520912,-114.519035(est)

Administrative Information

Investigator In Charge (IIC):	Wall, James
Additional Participating Persons:	PETER YIAKOS; SCOTTSDALE , AZ EDDIE WEBBER; WICHITA , KS
Original Publish Date:	May 27, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=27001

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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](#).