



# Aviation Investigation Final Report

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<b>Location:</b>	TEMPLE BAR, Arizona	<b>Accident Number:</b>	LAX91LA304
<b>Date &amp; Time:</b>	July 10, 1991, 15:15 Local	<b>Registration:</b>	N8142P
<b>Aircraft:</b>	PIPER PA24-250	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

A PILOT WITNESS ON THE AIRPORT REPORTED THAT THE ACCIDENT AIRCRAFT TAXIED OUT TO RUNWAY 18 AND DEPARTED. THE WITNESS SAID THE AIRCRAFT'S TAKEOFF GROUND ROLL SEEMED NORMAL AND THE AIRCRAFT ROTATED AT ABOUT THE TWO THIRDS POINT ON THE RUNWAY. HE SAID THE INITIAL CLIMB APPEARED TO BE NORMAL AND HE DIVERTED HIS ATTENTION TO COMPLETING THE PRE-TAKEOFF CHECKS ON HIS AIRCRAFT. HE STATED THAT HE HEARD THE PILOT TRANSMIT ON THE RADIO THAT 'I HAVE A BIG PROBLEM.' THE WITNESS SAID HE LOOKED UP AND SAW THE AIRCRAFT AT ABOUT 200 FEET AGL IN THE CLIMB THEN IT SEEMED TO STALL WITH A SUDDEN ROLLING BREAK TO THE LEFT, ENTER A LEFT HAND SPIN AND IMPACT THE GROUND IN A STEEP NOSE DOWN ATTITUDE. NO MECHANICAL MALFUNCTIONS OR FAILURES WERE IDENTIFIED DURING THE EXAMINATION OF THE WRECKAGE.

## 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 CONTROL OF THE AIRCRAFT DURING AN ATTEMPTED RETURN TO RUNWAY MANEUVER AND THE ENTRY INTO AN INADVERTENT STALL/SPIN AT LOW ALTITUDE. THE EXACT NATURE OF THE EMERGENCY PROBLEM ENCOUNTERED BY THE PILOT IS UNDETERMINED.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

### Findings

1. MANEUVER - ATTEMPTED - PILOT IN COMMAND
2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	October 5, 1989
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	480 hours (Total, all aircraft), 195 hours (Total, this make and model), 24 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8142P
<b>Model/Series:</b>	PA24-250 PA24-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	24-3395
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	2900 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-540-A1D5
<b>Registered Owner:</b>	JACK G. PREUSS	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	JACK G. PREUSS	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	40 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	32°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	KINGMAN , AZ (IGM )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:14 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	36.020011,-114.290596(est)

## Administrative Information

**Investigator In Charge (IIC):** Rich, Jeff

**Additional Participating Persons:** JIM DAIGLE; LAS VEGAS , NV  
CHARLES LITTLE; WILLIAMSPORT , PA

**Original Publish Date:** January 22, 1993

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=27284>

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