



# Aviation Investigation Final Report

---

<b>Location:</b>	WILLIAMS, Arizona	<b>Accident Number:</b>	LAX92FA135
<b>Date &amp; Time:</b>	March 4, 1992, 12:30 Local	<b>Registration:</b>	N7933E
<b>Aircraft:</b>	CESSNA 150	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

---

## Analysis

ACCORDING TO WITNESSES LOCATED ON THE GROUND, THE ACCIDENT AIRPLANE WAS FLYING IN AN EASTERLY DIRECTION AT ABOUT 100 FEET ABOVE THE GROUND AND WAS FOLLOWING AN INTERSTATE HIGHWAY. ACCORDING TO THE WITNESSES AND NOTED WIRE STRIKES, THE AIRPLANE STRUCK A STATIC WIRE AT ABOUT 127 FEET ABOVE THE GROUND. THE AIRPLANE ENTERED AN UNCONTROLLED DESCENT AND IMPACTED THE GROUND ON THE HIGHWAY'S MEDIAN STRIP IN A NEAR VERTICAL, NOSE DOWN ATTITUDE. THE WEATHER AT THE TIME ACCORDING TO WITNESSES AND A WEATHER REPORTING STATION LOCATED 35 MILES TO THE EAST, WAS PARTIAL OBSCURATION, 400 FEET SCATTERED, 2 MILES VISIBILITY RESTRICTED BY LIGHT SNOW SHOWERS, FOG AND DRIZZLE. THE TEMPERATURE WAS 35 DEGREES AND THE DEW POINT WAS 34.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT INADEQUATELY EVALUATING THE WEATHER CONDITION, AND THE PILOT'S INFLIGHT DECISION TO CONTINUE FLIGHT INTO ADVERSE WEATHER CONDITIONS. FACTORS IN THIS ACCIDENT WERE THE PILOT'S VISUAL LOOKOUT ABILITY BEING RESTRICTED BY THE PREVAILING WEATHER CONDITIONS OF REDUCED VISIBILITY, FOG AND SNOW.

## Findings

---

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: CRUISE

### Findings

1. (F) WEATHER CONDITION - FOG
2. (F) WEATHER CONDITION - SNOW
3. (F) WEATHER CONDITION - LOW CEILING
4. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. (C) VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
6. (F) VISUAL LOOKOUT - RESTRICTED - PILOT IN COMMAND
7. OBJECT - WIRE,STATIC

-----

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<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>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	October 5, 1990
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	922 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N7933E
<b>Model/Series:</b>	150 150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17733
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	March 15, 1992 Annual	<b>Certified Max Gross Wt.:</b>	1500 lbs
<b>Time Since Last Inspection:</b>	88 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4480 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	LEE L. BROWN	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	LEE L. BROWN	<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>	Instrument (IMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FLG ,7011 ft msl	<b>Distance from Accident Site:</b>	32 Nautical Miles
<b>Observation Time:</b>	12:49 Local	<b>Direction from Accident Site:</b>	275°
<b>Lowest Cloud Condition:</b>	Scattered / 400 ft AGL	<b>Visibility</b>	2 miles
<b>Lowest Ceiling:</b>	Overcast / 900 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots / 12 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	2°C / 1°C
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## 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>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Fatal	<b>Latitude, Longitude:</b>	35.370605,-112.259536(est)

## Administrative Information

**Investigator In Charge (IIC):** Childress, Richard

**Additional Participating Persons:** DALE NELSON; LAS VEGAS , NV  
JEFF GUZETTI; WICHITA , KS  
MIKE GRIMES; LANCASTER , CA

**Original Publish Date:** June 30, 1993

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=27408>

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](#).