



# Aviation Investigation Final Report

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<b>Location:</b>	LEBEC, California	<b>Accident Number:</b>	LAX92FA151
<b>Date &amp; Time:</b>	March 26, 1992, 16:45 Local	<b>Registration:</b>	N4335N
<b>Aircraft:</b>	PIPER PA 28-236	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation		

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## Analysis

ABOUT 30 MIN BEFORE THE ACCIDENT, THE PLT RECEIVED AN IN-FLT WX BRIEF FROM EN ROUTE FLIGHT ADVISORY SERVICE (EFAS). THE PLT INDICATED TO THE EFAS THAT HE RECEIVED AN AIRMET REGARDING ICING CONDITIONS ALONG HIS ROUTE. THE PLT WAS THEN BRIEFED ON THUNDERSHOWERS, FREQUENT LIGHTNING CLOUD TO GND, AND PLT REPORTS OF MOD TURB AND LT MIXED ICING. THE PLT CONTINUED ON HIS FLT ROUTE AND 25 MIN AFTER HIS WX BRIEFING REPORTED AIRFRAME ICING CONDITIONS TO ATC. ATC ADVISED THE PLT OF MORE SEVERE WX AHEAD AND RECOMMENDED THE LT REVERSE COURSE. LESS THAN ONE MIN LATER, THE PLT REPORTED BEING STRUCK BY LIGHTNING. ATC AMENDED THE PLT'S CLEARANCE INSTRUCTING HIM TO REVERSE COURSE WITH A LEFT TURN HEADING 330 DEG. THE PLT READ BACK THE CLEARANCE. AFTERWARDS BOTH RADAR AND RADIO CONTACT WAS LOST. RADAR DATA REVEALED THE AIRPLANE ENTERED A LEFT TURN AND CLIMBED 200 FT. THE AIRPLANE THEN DESCENDED ABOUT 1,200 FT IN 35 SECONDS. THE ACCIDENT AIRPLANE WAS NOT EQUIPPED WITH DE-ICING SYSTEMS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DELAYED INFLIGHT DECISION TO REVERSE COURSE TO AVOID FORECAST ADVERSE WEATHER CONDITIONS. CONTRIBUTING TO THE ACCIDENT WAS ICING CONDITIONS AND LIGHTNING.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE

### Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS
2. (F) WEATHER CONDITION - LIGHTNING STRIKE
3. (C) WEATHER EVALUATION - POOR - PILOT IN COMMAND
4. (C) IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
5. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

6. WING - SEPARATION
7. FLIGHT CONTROL,STABILATOR - SEPARATION
8. FLIGHT CONTROL,RUDDER - SEPARATION

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	44, 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>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	November 25, 1991
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1181 hours (Total, all aircraft), 62 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N4335N
<b>Model/Series:</b>	PA 28-236 PA 28-236	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	84 11007
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 1, 1992 Annual	<b>Certified Max Gross Wt.:</b>	3000 lbs
<b>Time Since Last Inspection:</b>	30 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1131 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540-J3A5D
<b>Registered Owner:</b>	N V CORPORATION	<b>Rated Power:</b>	235 Horsepower
<b>Operator:</b>	N V CORPORATION	<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>	BFL ,507 ft msl	<b>Distance from Accident Site:</b>	40 Nautical Miles
<b>Observation Time:</b>	15:52 Local	<b>Direction from Accident Site:</b>	331°
<b>Lowest Cloud Condition:</b>	Scattered / 5500 ft AGL	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	Overcast / 20000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 10°C
<b>Precipitation and Obscuration:</b>	Moderate - Showers - Rain		
<b>Departure Point:</b>	OAKLAND , CA (OAK )	<b>Type of Flight Plan Filed:</b>	VFR/IFR
<b>Destination:</b>	VAN NUYS , CA (VNY )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	14:46 Local	<b>Type of Airspace:</b>	Class E

## 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>	34.86087,-118.870071(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wilcox, Thomas
<b>Additional Participating Persons:</b>	CHARLES R MOTE; PALMDALE , CA DONALD R MORRIS; FRESNO , CA
<b>Original Publish Date:</b>	June 11, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=27413">https://data.nts.gov/Docket?ProjectID=27413</a>

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