



# Aviation Investigation Final Report

<b>Location:</b>	GRASS VALLEY, California	<b>Accident Number:</b>	LAX92LA012
<b>Date &amp; Time:</b>	October 11, 1991, 16:00 Local	<b>Registration:</b>	N9559R
<b>Aircraft:</b>	BEECH K35	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

IN AN ORAL STATEMENT, THE PILOT SAID THAT AS HE APPROACHED THE AIRPORT HE OBSERVED SQUALL LINE ACTIVITY AND DECIDED TO ORBIT UNTIL THE WEATHER CLEARED. AFTER THE WEATHER CONDITIONS VISUALLY IMPROVED, THE PILOT ENTERED THE PATTERN FOR LANDING. HE STATED THAT ON SHORT FINAL APPROACH THE AIRCRAFT ENCOUNTERED SEVERE TURBULENCE AND A DOWN DRAFT. THE PILOT INITIATED A GO AROUND, HOWEVER, THE AIRCRAFT ROLLED VIOLENTLY AND THE WING TIP STRUCK THE GROUND. AN AIRPORT ATTENDANT STATED THAT HE WAS IN THE OFFICE WHERE THE WEATHER OBSERVATION INSTRUMENTS ARE LOCATED AT THE TIME OF THE ACCIDENT. HE SAID THAT THE WINDS WERE 30 TO 40 KNOTS WITH SUDDEN 180 DEGREE CHANGES IN DIRECTION AT THE TIME THE PILOT ATTEMPTED HIS APPROACH. THUNDERSTORM CLOUDS WERE VISIBLE IN THE DISTANCE AND THE AIRPORT WAS EXPERIENCING INTERMITTENT HEAVY RAIN SHOWERS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADVERTENT ENCOUNTER WITH A MICROBURST/DOWNBURST PHENOMENA ASSOCIATED WITH THUNDERSTORM ACTIVITY. A FACTOR IN THE ACCIDENT WAS THE FAILURE OF THE PILOT TO ADEQUATELY ASSESS THE WEATHER CONDITIONS DURING THE LANDING ATTEMPT.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (C) WEATHER CONDITION - MICROBURST/DRY
2. (C) WEATHER CONDITION - TURBULENCE
3. (C) WEATHER CONDITION - WINDSHEAR
4. (F) WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: GO-AROUND (VFR)

### Findings

7. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	32,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>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	October 17, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	316 hours (Total, all aircraft), 57 hours (Total, this make and model), 228 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N9559R
<b>Model/Series:</b>	K35 K35	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	D6125
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	November 3, 1990 Annual	<b>Certified Max Gross Wt.:</b>	2949 lbs
<b>Time Since Last Inspection:</b>	57 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2380 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-470C
<b>Registered Owner:</b>	MIKE COLLISHAW	<b>Rated Power:</b>	250 Horsepower
<b>Operator:</b>	MIKE COLLISHAW	<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>	50 miles
<b>Lowest Ceiling:</b>	Overcast / 4000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots / 40 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	N/A - Showers - Rain		
<b>Departure Point:</b>	SAN JOSE (RHV)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	NEVADA COUNTY 017	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	3150 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	7	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3920 ft / 50 ft	<b>VFR Approach/Landing:</b>	Go around;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	39.18011,-120.979484(est)

## Administrative Information

Investigator In Charge (IIC):	Rich, Jefferey
Additional Participating Persons:	NANCY LIPPE; SACRAMENTO , CA
Original Publish Date:	January 22, 1993
Last Revision Date:	
Investigation Class:	<a href="#">Class</a>
Note:	
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=27475">https://data.nts.gov/Docket?ProjectID=27475</a>

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