



Aviation Investigation Final Report

Location:	PINE VALLEY, California	Accident Number:	LAX92LA057
Date & Time:	December 8, 1991, 11:00 Local	Registration:	N36506
Aircraft:	PIPER PA-34-200T	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACCORDING TO THE COMMERCIAL PILOT, DURING THE INITIAL PORTION OF HIS DAYTIME CROSS COUNTRY FLIGHT HE PLANNED TO FLY BENEATH THE BASE OF THE TERMINAL CONTROL AREA (TCA). AFTER CLEARING THE TCA'S LATERAL BOUNDARY, THE PILOT ENCOUNTERED TURBULENCE AND INITIATED A CLIMB FROM HIS 4700 FOOT CRUISE ALTITUDE TO 7500 FEET MSL. UPON REACHING 5300 FEET MSL, A STRONG DOWNDRAFT WAS ENCOUNTERED. THE AIRPLANE LOST ALTITUDE AND COLLIDED WITH A 4800 FOOT MSL HILL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MONITOR THE PROPER ALTITUDE OVER OBSERABLE RISING TERRAIN. A CONTRIBUTING FACTOR WAS THE PILOT'S ENCOUNTER WITH A STRONG DOWNDRAFT.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: CLIMB - TO CRUISE

Findings

1. LIGHT CONDITION - DAYLIGHT
2. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

3. (F) WEATHER CONDITION - DOWNDRAFT
4. CLIMB - INITIATED - PILOT IN COMMAND
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	58, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 2, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	931 hours (Total, all aircraft), 465 hours (Total, this make and model), 795 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N36506
Model/Series:	PA-34-200T PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7870339
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	August 8, 1991 Annual	Certified Max Gross Wt.:	4570 lbs
Time Since Last Inspection:	5 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	742 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	LTSI0-360-EB1
Registered Owner:	QUALITY HONEYCOMB, INC.	Rated Power:	200 Horsepower
Operator:	NEIL S. BROWN	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	Broken / 1000 ft AGL	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:	SAN DIEGO , CA (SEE)	Type of Flight Plan Filed:	None
Destination:	MESA , AZ (FFZ)	Type of Clearance:	None
Departure Time:	10:25 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:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	DAN JOHNSON; SAN DIEGO , CA
Original Publish Date:	April 23, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=27513

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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](#).