



# Aviation Investigation Final Report

<b>Location:</b>	BIG BEAR, California	<b>Accident Number:</b>	LAX93LA080
<b>Date &amp; Time:</b>	December 30, 1992, 19:30 Local	<b>Registration:</b>	N129AB
<b>Aircraft:</b>	PIPER PA-28	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT SAID THAT WHILE ON FINAL APPROACH HE MADE A CORRECTION TO THE LEFT BECAUSE THE AIRCRAFT HAD DRIFTED TO THE RIGHT OF THE CENTERLINE. THE PILOT FURTHER REPORTED THAT JUST AFTER TOUCHDOWN THE AIRCRAFT VEERED TO THE LEFT, RAN OFF THE LEFT SIDE OF THE RUNWAY AND COLLIDED WITH A SNOW BANK. THE PILOT NOTED THAT AFTER THE ACCIDENT HE OBSERVED SNOW ON THE RUNWAY 'AT ABOUT OUR POINT OF ENTRY.' THE PILOT OF A PRECEDING AIRCRAFT REPORTED THAT THE RUNWAY WAS DRY WHEN HE LANDED.

## 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 DIRECTIONAL CONTROL OF THE AIRCRAFT AFTER TOUCHDOWN.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

2. TERRAIN CONDITION - SNOWBANK

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51,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>	April 1, 1991
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	618 hours (Total, all aircraft), 321 hours (Total, this make and model), 568 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 3 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>	N129AB
<b>Model/Series:</b>	PA-28 PA-28	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-7911303
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 1, 1992 Annual	<b>Certified Max Gross Wt.:</b>	3000 lbs
<b>Time Since Last Inspection:</b>	14 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3083 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540-J3A5D
<b>Registered Owner:</b>	STEVEN & ANITA PERALEZ	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	HENRY H. PERALEZ	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/bright
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	2 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-7°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	EL MONTE (EMT )	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:40 Local	Type of Airspace:	Class G

## Airport Information

Airport:	BIG BEAR MUNI L35	Runway Surface Type:	Asphalt
Airport Elevation:	6750 ft msl	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	5850 ft / 75 ft	VFR Approach/Landing:	Full stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.259628,-116.84082(est)

## Administrative Information

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

**Additional Participating Persons:** JARED WEAVER; RIVERSIDE , CA

**Original Publish Date:** September 28, 1993

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=27895>

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