



Aviation Investigation Final Report

Location:	WARNER SPRINGS, California	Accident Number:	LAX94LA312
Date & Time:	August 9, 1994, 14:45 Local	Registration:	N25871
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT ELECTED TO MAKE A PRECAUTIONARY LANDING IN AN OPEN FIELD, DUE TO ADVERSE WEATHER CONDITIONS ALONG HIS ROUTE OF FLIGHT. AFTER THE WEATHER IMPROVED, HE ATTEMPTED A TAKEOFF. DURING THE INITIAL TAKEOFF CLIMB, THE AIRPLANE COLLIDED WITH A COW AND CRASHED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate visual lookout for livestock during takeoff.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. OBJECT - ANIMAL(S)
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Factual Information

On August 9, 1994, at 1445 Pacific daylight time, a Piper PA-38- 112, N25871, collided with livestock on the initial takeoff climb from a field near Warner Springs, California. The pilot was conducting a visual flight rules personal flight to Calexico, California. The airplane, registered to Lewis and Helman Inc., D.B.A. Bud Walen Aviation, Van Nuys, California, sustained substantial damage. Visual meteorological conditions prevailed, and neither the certificated private pilot nor his passenger were injured. The flight originated at Van Nuys Airport, Van Nuys, California, with a planned landing at Perris Valley Airport, Perris, California. The flight departed Perris Valley Airport at 1245 hours.

The pilot indicated in the aircraft accident report, that he elected to make a precautionary landing in an open field due to thunderstorm activity along his intended route of flight. During the approach to the field, he noticed livestock in the area.

After the weather improved, the pilot elected to takeoff. During the initial ground run the airplane struck a cow. The pilot lost control and crashed. No mechanical failures or malfunctions were reported.

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 14, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	315 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N25871
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-81A0077
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	April 29, 1994 100 hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5900 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2A
Registered Owner:	LEWIS AND HELMAN INC.	Rated Power:	112 Horsepower
Operator:	LEWIS AND HELMAN INC.	Operating Certificate(s) Held:	None
Operator Does Business As:	BUD WALEN AVIATION	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:	Unknown	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	315°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	PERRIS VALLEY , CA (L65)	Type of Flight Plan Filed:	None
Destination:	CALEXICO , CA (CXL)	Type of Clearance:	None
Departure Time:	12:45 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	3000 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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:	33.280857,-116.600006(est)

Administrative Information

Investigator In Charge (IIC):	Netsch, Lisa
Additional Participating Persons:	JOHN HOWITZ; SAN DIEGO , CA
Original Publish Date:	March 27, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=28820

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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](#).