



# Aviation Investigation Final Report

<b>Location:</b>	Redlands, California	<b>Accident Number:</b>	SEA07CA176
<b>Date &amp; Time:</b>	June 22, 2007, 13:54 Local	<b>Registration:</b>	N92827
<b>Aircraft:</b>	Commonwealth 185	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he and the passenger, who was the owner of the airplane, were going for a local flight. The airplane was powered by an 85 horsepower engine and manufactured in 1946. Approximately 0.5-miles from their departure airport, the airplane suddenly began to sink so the pilot turned the airplane into the wind. The airplane began to climb and then encountered downdrafts and an excessive sink rate developed. The pilot was unable to maintain altitude and force-landed the airplane in a gravel quarry. During the forced landing, the airplane sustained substantial damage to the wings and fuselage. The temperature at the time was approximately 95 degrees Fahrenheit.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate weather evaluation which resulted in the airplane's lack of climb performance and subsequent collision with terrain. Contributing factors included the downdraft and the high temperature.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) WEATHER CONDITION - DOWNDRAFT

- 2. (C) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
- 3. (F) WEATHER CONDITION - TEMPERATURE,HIGH

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

- 4. CLIMB - NOT POSSIBLE - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

- 5. TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

The pilot reported that he and the passenger, who was the owner of the airplane, were going for a local flight. The airplane was powered by an 85 horsepower engine and manufactured in 1946. Approximately 0.5-miles from their departure airport, the airplane suddenly began to sink so the pilot turned the airplane into the wind. The airplane began to climb and then encountered downdrafts and an excessive sink rate developed. The pilot was unable to maintain altitude and force-landed the airplane in a gravel quarry. During the forced landing, the airplane sustained substantial damage to the wings and fuselage. The temperature at the time was approximately 95 degrees Fahrenheit.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	October 1, 2006
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	741 hours (Total, all aircraft), 4 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Commonwealth	<b>Registration:</b>	N92827
<b>Model/Series:</b>	185	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1623
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Teledyne Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	C85
<b>Registered Owner:</b>	Benjamin P Cook	<b>Rated Power:</b>	
<b>Operator:</b>	Robert Lee Graham	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	RIV	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	13:55 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	320°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.87 inches Hg	<b>Temperature/Dew Point:</b>	35°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Redlands, CA (L12 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Rubidoux, CA (RIR )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	34.085277,-117.146385

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Dunks, Kristi
<b>Additional Participating Persons:</b>	Duane Day; Federal Aviation Administration; Riverside, CA
<b>Original Publish Date:</b>	October 31, 2007
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=66042">https://data.nts.gov/Docket?ProjectID=66042</a>

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