



Aviation Investigation Final Report

Location:	APPLE VALLEY, California	Accident Number:	LAX82DA198
Date & Time:	May 27, 1982, 18:15 Local	Registration:	N6503P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A FLIGHT FROM SAINT GEORGE, UT TO IMPERIAL, GA, THE PILOT ENCOUNTERED FOG AS HE APPROACHED EL CAJON PASS, SOUTH OF APPLE VALLEY, CA. HE ATTEMPTED TO GO UNDER THE FOG BUT WAS UNABLE. HE REVERSED COURSE AND HEADED BACK TOWARD APPLE VALLEY. AS HE WAS PROCEEDING BACK TO APPLE VALLEY, THE ENGINE BEGAN LOSING POWER. THE AIRCRAFT WAS DAMAGED DURING A LANDING ON LEVEL, ROUGH, DESERT TERRAIN. AFTER THE AIRCRAFT CAME TO A STOP, THE ENGINE WAS STILL RUNNING AND THE PILOT SHUT IT DOWN, REPORTEDLY, THE LEFT AND RIGHT FUEL TANKS HAD 10 AND 5 GALLONS OF FUEL REMAINING, RESPECTIVELY. A EXAMINATION OF THE ENGINE REVEALED NO DISCREPANCIES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE

Findings

1. WEATHER CONDITION - FOG
2. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND

3. (C) MISCELLANEOUS - UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	70, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 4, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	6000 hours (Total, all aircraft), 4200 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6503P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	24-1624
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2574 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-540-A1C5
Registered Owner:	WILLIAM J. LAWSON	Rated Power:	250 Horsepower
Operator:	WILLIAM J. LAWSON	Operating Certificate(s) Held:	
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:	Scattered / 12000 ft AGL	Visibility	25 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	35 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	135°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SAINT GEORGE , UT	Type of Flight Plan Filed:	None
Destination:	IMPERIAL , CA	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	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:	34.570011,-117.15084(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: May 27, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=69799>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).