



# Aviation Investigation Final Report

<b>Location:</b>	PANACA, Nevada	<b>Accident Number:</b>	LAX82FVW04
<b>Date &amp; Time:</b>	September 26, 1982, 20:00 Local	<b>Registration:</b>	N14168
<b>Aircraft:</b>	PIPER PA-23-250	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

THE PLT ENCOUNTERED THUNDERSTORM ACTIVITY AT 1900. THE LEFT FUEL GAUGE WAS INOP & HE HAD NO COMMUNICATION EQUIPMENT. THERE WAS ONLY ONE NAV RECEIVER OPERATIVE, NO INSTRUMENT LIGHTS OR SLAVED DG AVAILABLE. AS IT BECAME DARKER HE WAS UNABLE TO SEE THE INSTRUMENT PANEL. HE NOTICED THE 10 AMP C/B HAD POPPED. DURING THE PRECAUTIONARY LANDING AT LINCOLN COUNTY ARPT HE WAS UNABLE TO ACTIVATE THE RWY LIGHTS BECAUSE HE HAD NO RADIO TRANSMITTER. SINCE HE HAD NO ELECTRICAL POWER HE WAS UNABLE TO USE THE LANDING LIGHT. HE MADE THE FIRST APPROACH ATTEMPT FROM NORTH TO SOUTH. HE THEN MADE THE LAST APPROACH ATTEMPT FROM THE SOUTH TO THE NORTH. THE ACFT STRUCK ROLLING TERRAIN APPROXIMATELY 1 MI SOUTH OF THE RWY. A LAB EVALUATION OF BOTH VOLTAGE REGULATORS SHOWED THEM TO OPERATE WITHIN THE MANUFACTURER'S RATED PERFORMANCE.

## Probable Cause and Findings

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

### Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - RAIN
2. (F) WEATHER CONDITION - HAIL
3. (F) WEATHER CONDITION - ICING CONDITIONS
4. (F) WEATHER CONDITION - THUNDERSTORM
5. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
6. (F) PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
7. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: CRUISE - NORMAL

Findings

8. (F) ELECTRICAL SYSTEM - FAILURE, TOTAL
9. (F) ELECTRICAL SYSTEM - UNDETERMINED
10. (F) ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE
11. (F) COMM/NAV EQUIPMENT - INOPERATIVE
12. (F) FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - INOPERATIVE
13. (F) INSTRUMENT LIGHT(S) - INOPERATIVE

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Occurrence #3: UNDERSHOOT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

14. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
15. (F) LIGHT CONDITION - DARK NIGHT
16. (F) LANDING LIGHT(S) - INOPERATIVE
17. (F) AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
18. (C) JUDGMENT - POOR - PILOT IN COMMAND

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

19. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	December 4, 1980
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	10635 hours (Total, all aircraft), 200 hours (Total, this make and model), 10470 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N14168
<b>Model/Series:</b>	PA-23-250 PA-23-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	23-4732
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	5200 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3700 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-540-C4B5
<b>Registered Owner:</b>	VINDAR AVIA.	<b>Rated Power:</b>	310 Horsepower
<b>Operator:</b>	VINDAR AVIA.	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	3 miles
<b>Lowest Ceiling:</b>	Overcast / 4000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	35°C
<b>Precipitation and Obscuration:</b>	N/A - None - Haze		
<b>Departure Point:</b>	NOVATO , CA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	LONGMONT , CO	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:00 Local	<b>Type of Airspace:</b>	

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):**

**Additional Participating Persons:**

**Original Publish Date:** September 26, 1983

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=72154>

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.

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