



National Transportation Safety Board Aviation Accident Data Summary

Location:	WARNER SPRINGS, CA	Accident Number:	LAX99FA138
Date & Time:	04/03/1999, 1931 PST	Registration:	N9254Q
Aircraft:	Piper PA-32R-301	Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane impacted terrain following an uncontrolled descent. The horizontal stabilator and the left wing separated while the airplane was in a descending right turn on the downwind side of a mountain. The pilot received a full preflight weather briefing and updated that with an abbreviated briefing prior to takeoff. The briefings included a forecast for moderate to severe turbulence and icing along the route of flight. While en route, the pilot experienced icing conditions and requested a lower altitude. He received pilot reports while en route that indicated icing conditions were being encountered in the area of his destination. The airplane was not equipped with anti-icing or deicing equipment. A Safety Board weather study identified conditions that were conducive for clouds, turbulence, wind shear, icing, and mountain wave activity.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot disregarded his weather briefing and attempted flight into areas of forecast and reported icing and moderate to severe turbulence. The airplane encountered mountain wave activity resulting in an overload condition and in-flight separation of the left wing and stabilator. Mountainous terrain, icing conditions, and turbulence were factors in the accident.

Findings

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

Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - CLOUDS
3. (F) WEATHER CONDITION - ICING CONDITIONS
4. (C) WEATHER CONDITION - MOUNTAIN WAVE
5. (F) WEATHER CONDITION - TURBULENCE
6. (C) WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
7. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND

Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: DESCENT - UNCONTROLLED

Findings

8. (C) WING - OVERLOAD
9. (C) WING - SEPARATION
10. (C) FLIGHT CONTROL, STABILATOR - OVERLOAD

11. (C) FLIGHT CONTROL, STABILATOR - SEPARATION

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Private	Age:	41
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	568 hours (Total, all aircraft), 524 hours (Total, this make and model), 39 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9254Q
Model/Series:	PA-32R-301 PA-32R-301	Engines:	1 Reciprocating
Operator:	ASSIST BUSINESS SERVICES INC	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-540K1G5
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night
Observation Facility, Elevation:	RNM, 1393 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 1100 ft agl	Wind Speed/Gusts, Direction:	21 knots / , 260°
Temperature:	7°C	Visibility	9 Miles
Precipitation and Obscuration:			
Departure Point:	DEER VALLEY, AZ (DVT)	Destination:	CARLSBAD, CA (CRQ)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): HOWARD D PLAGENS

Adopted Date: 12/06/2002

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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