



National Transportation Safety Board Aviation Accident Data Summary

Location:	LA VERNE, CA	Accident Number:	LAX94FA212
Date & Time:	05/01/1994, 2119 PDT	Registration:	N47628
Aircraft:	PIPER PA-28R-201T	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT ASKED THE FSS FOR ONLY THE CURRENT AND FORECAST DESTINATION WEATHER. A NOTAM REGARDING THE CLOSURE OF THE DESTINATION AIRPORT WAS NOT GIVEN TO THE PILOT. EN ROUTE THE PILOT CONTACTED ATC FOR VFR ADVISORIES THROUGH THE ARSA TO THE DESTINATION AIRPORT. HE WAS THEN ADVISED IT WAS CLOSED FOR THE NIGHT. SHORTLY THEREAFTER THE PILOT REPORTED HE WOULD RETURN TO CLAREMONT. RECORDED RADAR DATA SHOWED THAT THE AIRPLANE REVERSED COURSE, BEGAN A CLIMB FROM 6,500 TO 7,000 FT, THEN BEGAN A DESCENT WHICH CONTINUED TO IMPACT IN THE FOOTHILLS IMMEDIATELY NORTH OF THE GREATER LOS ANGELES BASIN. THE LAST RECORDED MODE C ALTITUDE WAS 3,400 FT. THE ACCIDENT SITE WAS AT 2,600 FT. TOXICOLOGICAL EXAMINATION SHOWED THERAPEUTIC LEVELS OF PSEUDOEPHEDRINE (0.64 MG/L BLOOD, 0.15 MG/L LIVER), PROMETHAZINE (3.4 MG/KG LIVER), AND BROMPHENIRAMINE (3.0 MG/KG LIVER). PROMETHAZINE IS PROHIBITED FOR USE BY PILOTS WHILE FLYING. THE PILOT HAD A COLD AT THE TIME OF THE ACCIDENT.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S SELECTION OF A FLIGHT ROUTE AND EN ROUTE DESCENT ALTITUDE INSUFFICIENT TO MAINTAIN ADEQUATE TERRAIN CLEARANCE. FACTORS WHICH CONTRIBUTED TO THE ACCIDENT WERE: THE DARK NIGHT LIGHT CONDITION AND THE MOUNTAINOUS TERRAIN.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT

Findings

1. NOTAMS - NOT ADVISED - ATC PERSONNEL(FSS)
2. (F) LIGHT CONDITION - DARK NIGHT
3. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND
5. USE OF INAPPROPRIATE MEDICATION/DRUG - PILOT IN COMMAND

Pilot Information

Certificate:	Private	Age:	61
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	2200 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N47628
Model/Series:	PA-28R-201T PA-28R-201	Engines:	1 Reciprocating
Operator:	PAUL A. GORDON	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-360-FB1
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	POC, 1011 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 240°
Temperature:		Visibility	4 Miles
Precipitation and Obscuration:			
Departure Point:	CLAREMONT, CA (CCB)	Destination:	PACOIMA, CA (WHP)

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	GEORGE E PETERSON,	Adopted Date:	03/30/1995
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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