



National Transportation Safety Board Aviation Accident Data Summary

Location:	TEHACHAPI, CA	Accident Number:	LAX95FA072
Date & Time:	01/03/1995, 1052 PST	Registration:	N94296
Aircraft:	CESSNA A185F	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

FAMILY MEMBERS SAID THAT, BEFORE FLIGHT, THE NONINSTRUMENT-RATED PILOT HAD OBTAINED WEATHER INFORMATION FROM A COMMERCIAL COMPUTER SERVICE (COMPUSERVE); HOWEVER, NO RECORDS WERE FOUND TO VERIFY THE COMPLETENESS OF THE WEATHER INFORMATION THAT HE HAD RECEIVED. CLOUDS AND RAIN WERE FORECAST ALONG THE ROUTE WITH MOUNTAIN OBSCURATION DUE TO CLOUDS, FOG, AND PRECIPITATION. ACCORDING TO MODE C RADAR DATA, THE AIRPLANE DESCENDED TO ABOUT 200 FEET ABOVE THE GROUND AS IT ENTERED TEHACHAPI PASS. TWO GROUND WITNESSES REPORTED THAT THEY SAW THE AIRPLANE ABOUT 100 FEET ABOVE AND TO THE NORTH SIDE OF THE HIGHWAY THAT TRAVERSED THE PASS. THEY COULD BARELY SEE THE AIRCRAFT DUE TO CLOUDS AND SNOW SHOWERS. REPORTEDLY, THE AIRPLANE BEGAN A LEFT TURN, AND THEN THE NOSE OF THE AIRPLANE PITCHED UP AS THE WINGS CONTINUED INTO A STEEP BANK. THE AIRCRAFT THEN PITCHED NOSE DOWN AND CRASHED INTO THE GROUND.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE NONINSTRUMENT-RATED PILOT'S CONTINUED FLIGHT INTO KNOWN ADVERSE WEATHER, AND HIS FAILURE TO MAINTAIN ADEQUATE AIRSPEED WHILE MANEUVERING TO REVERSE DIRECTION. FACTORS RELATING TO THE ACCIDENT WERE: THE MOUNTAINOUS TERRAIN, AND ADVERSE WEATHER CONDITIONS.

Findings

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

Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. (F) WEATHER CONDITION - LOW CEILING
 3. (F) WEATHER CONDITION - SNOW
 4. (F) WEATHER CONDITION - OBSCURATION
 5. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

6. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

7. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Private	Age:	44
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1750 hours (Total, all aircraft), 1300 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N94296
Model/Series:	A185F A185F	Engines:	1 Reciprocating
Operator:	MICHAEL A. RHEA	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-520-D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TSP, 3996 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 100 ft agl	Wind Speed/Gusts, Direction:	Light and Variable / ,
Temperature:		Visibility	0.5 Miles
Precipitation and Obscuration:			
Departure Point:	PRESCOTT, AZ (PRC)	Destination:	NOVATO, CA (056)

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): JEFF RICH Adopted Date: 06/13/1996

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.