



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	SEDONA, AZ	<b>Accident Number:</b>	LAX98FA050
<b>Date &amp; Time:</b>	12/02/1997, 2200 MST	<b>Registration:</b>	N301JL
<b>Aircraft:</b>	Mooney M20J	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The area forecast was for VFR to MVFR conditions with occasional visibility reducing to 3 to 5 miles in mist. The 700 mb (10,000 feet MSL) Constant Pressure chart depicted Flagstaff as having northwesterly winds of approximately 25 knots. After checking the weather several times, the pilot departed Sedona (elevation 4,827 feet). No flight plan had been filed for the 21 mile northbound flight to Flagstaff. Dark night conditions existed at the time of the accident and there were no ground lights in the direction of flight. After takeoff, the northbound aircraft struck the leeward side of a 6,100-foot ridge, about the 5,952-foot level, and at a point located along a direct route to Flagstaff. The crash site was located bearing 019 degrees and 4.3 miles from the Sedona airport. Given the wind and mountainous terrain in the area of the accident, the influence of such winds would result in downslope wind conditions over the accident site.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the pilot to maintain adequate terrain clearance during the climb. Contributing factors were dark night conditions, mountainous/hilly terrain, and mountain wave weather conditions.

## Findings

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

### Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - MOUNTAIN WAVE
3. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. (C) ALTITUDE/CLEARANCE - INADEQUATE - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	3022 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mooney	<b>Registration:</b>	N301JL
<b>Model/Series:</b>	M20J M20J	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	LAWRENCE JOHN GARNELLO	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-360-A3B6D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	SEZ, 4827 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 5000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 130°
<b>Temperature:</b>	6°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(SEZ)	<b>Destination:</b>	FLAGSTAFF, AZ (FLG)

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ROBERT R CRISPIN	<b>Adopted Date:</b>	12/08/1999
<b>Investigation Docket:</b>	NTSB accident and incident docket 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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