



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	FONTANA, CA	<b>Accident Number:</b>	LAX93LA026
<b>Date &amp; Time:</b>	11/02/1992, 0555 PST	<b>Registration:</b>	N49180
<b>Aircraft:</b>	CESSNA 152	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE NONCERTIFICATED PILOT TOOK THE AIRPLANE WITHOUT PERMISSION. HE TOLD INVESTIGATING POLICE OFFICERS THAT HE INTENDED TO CRASH THE AIRPLANE INTO HIS ESTRANGED WIFE'S HOME. AFTER MAKING SEVERAL LOW PASSES OVER THE HOUSE HE ABANDONED THE IDEA, BUT THE AIRPLANE COLLIDED WITH SOME WIRES. THE NONCERTIFICATED PILOT REPORTED HE LEARNED TO FLY USING A COMPUTER FLIGHT SIMULATOR PROGRAM AND FLYING RADIO CONTROLLED MODEL AIRPLANES.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE NONCERTIFICATED PILOT'S UNWARRANTED LOW FLYING.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING

### Findings

1. OBJECT - WIRE, TRANSMISSION
2. (C) BUZZING - INTENTIONAL - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

3. TERRAIN CONDITION - RESIDENTIAL AREA

## Factual Information

### Pilot Information

Certificate:	None	Age:	22, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

### Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N49180
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	15281180
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	10/26/1992, 100 Hour	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6143 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-235-L2C
Registered Owner:	MIDFIELD AVIATION	Rated Power:	108 hp
Operator:	MIDFIELD AVIATION	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	APPLE VALLEY, CA (APV)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0500 PST	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	A. D Llorente	Report Date:	09/14/1993
Additional Participating Persons:	POI ROGER BROWNLOW; RIVERSIDE, CA		
Publish Date:			
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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> .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).