



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	GREEN VALLEY, CA	<b>Accident Number:</b>	LAX91FA117
<b>Date &amp; Time:</b>	03/01/1991, 1640 PST	<b>Registration:</b>	N6666Q
<b>Aircraft:</b>	BEECH 58P	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal

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

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## Analysis

A BEECH 58P DESCENDED AND COLLIDED WITH MOUNTAINOUS TERRAIN WHILE IN INSTRUMENT METEOROLOGICAL CONDITIONS. THE PILOT WAS ISSUED A 20 MINUTE WEATHER BRIEFING FROM A FLIGHT SERVICE STATION. THE WEATHER BRIEFING FORECASTED IFR CEILINGS ALONG ENTIRE FLIGHT, OCCASIONAL MODERATE TURBULENCE OVER THE ENTIRE ROUTE, A SIGMET FOR SEVERE TURBULENCE AND LOW LEVEL WIND SHEAR, STRONG UP AND DOWN DRAFTS IN THE VICINITY OF MOUNTAINS AND PASSES, AND OCCASIONAL MODERATE MIXED ICING FROM THE FREEZING LEVEL TO FLIGHT LEVEL 200 OVER ENTIRE ROUTE OF FLIGHT. AFTER RECEIVING THE BRIEFING, THE PILOT DECIDED TO INITIATE THE FLIGHT AND FILED AN IFR FLIGHT PLAN. THE AIRPLANE WAS OBSERVED ON RADAR CLIMBING THROUGH 11,400 FEET MSL AT A POSITION THAT OVERLIES AN 8,000 FOOT MSL MOUNTAIN RANGE. RADIO AND RADAR CONTACT WAS THEN LOST. NO MECHANICAL PROBLEMS WERE FOUND.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S LOSS OF AIRCRAFT CONTROL DUE TO HIS DISREGARD FOR AND POOR EVALUATION OF SIGNIFICANT WEATHER ADVISORIES FORECASTING ADVERSE WEATHER CONDITIONS ALONG THE ROUTE OF FLIGHT AND THE PILOT'S DECISION TO INITIATE THE FLIGHT.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - TURBULENCE
2. (C) HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - ICING CONDITIONS
4. (C) WEATHER EVALUATION - POOR - PILOT IN COMMAND
5. (F) WEATHER CONDITION - HIGH WIND
6. (C) PLANNING/DECISION - POOR - PILOT IN COMMAND
7. (F) WEATHER CONDITION - CLOUDS

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: CRUISE

### Findings

8. (F) WEATHER CONDITION - TURBULENCE
9. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
10. (F) WEATHER CONDITION - ICING CONDITIONS
11. (F) WEATHER CONDITION - HIGH WIND
12. (F) WEATHER CONDITION - CLOUDS

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

13. TERRAIN CONDITION - HIGH TERRAIN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/09/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1073 hours (Total, all aircraft), 136 hours (Total, this make and model), 983 hours (Pilot In Command, all aircraft), 0.5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N6666Q
<b>Model/Series:</b>	58P 58P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TJ 268
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	02/23/1990, Annual	<b>Certified Max Gross Wt.:</b>	6200 lbs
<b>Time Since Last Inspection:</b>	232 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520-WB
<b>Registered Owner:</b>	JOHN G. KRISCH	<b>Rated Power:</b>	325 hp
<b>Operator:</b>	JOHN G. KRISCH	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SBD, 1157 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	1556 PST	Direction from Accident Site:	210°
Lowest Cloud Condition:	Scattered / 800 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 2400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13° C / 11° C
Precipitation and Obscuration:			
Departure Point:	SANTA ANA, CA (SNA)	Type of Flight Plan Filed:	IFR
Destination:	RENO, NV (RNO)	Type of Clearance:	IFR
Departure Time:	1614 PST	Type of Airspace:	Class G

## 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
Total Injuries:	1 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Thomas H Wilcox	Report Date:	05/27/1993
Additional Participating Persons:	RIVERSIDE FSDO; RIVERSIDE, CA EDDIE WEBBER; WICHITA, KS MICHAEL J GRIMES; MOBILE, AL		
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: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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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](#).