



National Transportation Safety Board Aviation Accident Data Summary

Location:	GREEN VALLEY, CA	Accident Number:	LAX91FA117
Date & Time:	03/01/1991, 1640 PST	Registration:	N6666Q
Aircraft:	BEECH 58P	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

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

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

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

Pilot Information

Certificate:	Private	Age:	49
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	BEECH	Registration:	N6666Q
Model/Series:	58P 58P	Engines:	2 Reciprocating
Operator:	JOHN G. KRISCH	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-520-WB
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SBD, 1157 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 2400 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 260°
Temperature:	13° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	SANTA ANA, CA (SNA)	Destination:	RENO, NV (RNO)

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):	Thomas H Wilcox	Adopted Date:	05/27/1993
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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