



National Transportation Safety Board Aviation Accident Data Summary

Location:	LAKE HAVASU, AZ	Accident Number:	LAX90FA235
Date & Time:	07/01/1990, 1820 MST	Registration:	N2307Y
Aircraft:	CESSNA 177	Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

AFTER LIFTOFF, THE AIRCRAFT WAS SEEN TO MAKE A RIGHT TURN PRIOR TO THE DEPARTURE END OF THE RUNWAY AND HEAD TOWARDS A PORTION OF THE LAKE WHERE THE PILOT AND PASSENGERS HAD VISITED FRIENDS EARLIER IN THE DAY. WITNESSES STATED THAT THE AIRCRAFT WAS LOW AND SLOW WITH A NOSE HIGH ATTITUDE WHEN THE WINGS BEGAN TO ROCK BACK AND FORTH. THE AIRCRAFT IMPACTED IN THE WATER AFTER ABOUT 180 DEG OF ROTATION. TOXICOLOGICAL TESTS ON THE PILOT WERE POSITIVE FOR ALCOHOL AT A REPORTED LEVEL OF 0.08%. THE AIRCRAFT WAS OVER MAX GROSS WEIGHT BY ABOUT 8 LBS. THE DENSITY ALTITUDE WAS 4,234 FT.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INFLIGHT LOSS OF CONTROL DUE TO FAILURE TO MAINTAIN ADEQUATE AIRSPEED. CONTRIBUTING TO THE ACCIDENT WAS THE HIGH DENSITY ALTITUDE, OVERWEIGHT AIRPLANE, AND THE PILOT'S ALCOHOL LEVEL.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 2. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. (F) IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
 5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Private	Age:	25
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	
Flight Time:	129 hours (Total, all aircraft), 33 hours (Total, this make and model), 91 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2307Y
Model/Series:	177 177	Engines:	1 Reciprocating
Operator:	BURRESON, REX H.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E2D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	EED, 990 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 210°
Temperature:	48° C	Visibility	35 Miles
Precipitation and Obscuration:			
Departure Point:	Destination: PALM SPRINGS, CA (PSP)		

Airport Information

Airport:	LAKE HAVASU (LHV)	Runway Surface Type:	Asphalt
Runway Used:	5	Runway Surface Condition:	Dry
Runway Length/Width:	6167 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): GEORGE E PETERSON

Adopted Date: 12/14/1992

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.