



National Transportation Safety Board Aviation Accident Final Report

Location:	SANTA YNEZ, CA	Accident Number:	LAX89LA102
Date & Time:	02/04/1989, 1045 PST	Registration:	N98564
Aircraft:	CESSNA 172P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

DURING A CROSS COUNTRY FLIGHT, IN IMC, THE AIRPLANE SUDDENLY BEGAN TO DESCEND AT 2000 FPM. THE PILOT REPORTED THAT HE PULLED BACK ON THE YOKE UNTIL THE AIRPLANE STALLED, THEN PUSHED FORWARD ON THE YOKE TO REGAIN AIRSPEED. THE PILOT REPEATED THIS PROCEDURE THREE TIMES WITH THE AIRPLANE STILL DESCENDING IN AN ATTEMPT TO FLY OUT OF THE DOWNDRAFT CONDITION. DURING THE FOURTH ATTEMPT, THE AIRPLANE ENTERED A SPIN. THE PILOT WAS ABLE TO REGAIN CONTROL APRX 200 FT AGL. AT THIS TIME THE PILOT COULD SEE THE GROUND AND INITIATED A FORCED LANDING. DURING THE LANDING ROLL IN AN OPEN FIELD, THE AIRPLANE COLLIDED WITH ROUGH TERRAIN. THE PILOT HAD OBTAINED A LIMITED WEATHER BRIEFING FROM THE AUTOMATED WEATHER ANSWERING SERVICE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO OBTAIN AN ADEQUATE PREFLIGHT WEATHER BRIEFING OR TO OBTAIN INFLIGHT WEATHER ADVISORY INFORMATION, AND THE FAILURE OF THE PILOT TO MAINTAIN FLYING SPEED WHILE DESCENDING IN A DOWNDRAFT.

Findings

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

Findings

1. (F) WEATHER CONDITION - DOWNDRAFT
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (C) IN-FLIGHT WEATHER ADVISORIES - NOT USED - PILOT IN COMMAND

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

Findings

4. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

6. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/31/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	936 hours (Total, all aircraft), 85 hours (Total, this make and model), 752 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N98564
Model/Series:	172P 172P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	17276310
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	12/02/1988, 100 Hour	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1651 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	AIR TORRANCE PARTNERSHIP 2	Rated Power:	160 hp
Operator:	SOUTHWEST SKYWAYS, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	50 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C
Precipitation and Obscuration:			
Departure Point:	TORRANCE, CA (TOA)	Type of Flight Plan Filed:	IFR
Destination:	SAN LUIS OBISPO, CA (SBP)	Type of Clearance:	IFR
Departure Time:	0850 PST	Type of Airspace:	Class E

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	DEBRA J ECKROTE	Report Date:	03/12/1990
Additional Participating Persons:	BRUCE STUART; VAN NUYS, 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 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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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](#).