



National Transportation Safety Board Aviation Accident Data Summary

Location:	SANTA YNEZ, CA	Accident Number:	LAX89LA102
Date & Time:	02/04/1989, 1045 PST	Registration:	N98564
Aircraft:	CESSNA 172P	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

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

Pilot Information

Certificate:	Private	Age:	46
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	SOUTHWEST SKYWAYS, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	Overcast / 200 ft agl	Wind Speed/Gusts, Direction:	50 knots / , 260°
Temperature:	10° C	Visibility	1 Miles
Precipitation and Obscuration:			
Departure Point:	TORRANCE, CA (TOA)	Destination:	SAN LUIS OBISPO, CA (SBP)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): DEBRA J ECKROTE Adopted Date: 03/12/1990

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.