



National Transportation Safety Board Aviation Accident Data Summary

Location:	SAN DIMAS, CA	Accident Number:	LAX87LA073
Date & Time:	01/01/1987, 1020 PST	Registration:	N5540H
Aircraft:	CESSNA 152	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

WITNESSES RPRTD THE ACFT HAD CIRCLED THE AREA 2 TIMES AT APRX 200' BEFORE IT HIT TREES & CRASHED. SUBSEQUENTLY, IT CAME TO REST AGAINST A RESIDENCE WHERE THE PLT'S SISTER LIVED. ACCORDING TO THE PLT, THE ENG STARTED 'SPUTTERING,' SO HE APPLIED CARB HEAT, BUT IT CONTD TO LOSE POWER. HOWEVER, NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND & WITNESSES RPRTD THE ENG WAS RUNNING NORMALLY BFR IMPACT. THE PAX RPRTD THEY HAD BEEN AT A PARTY THE NGT BFR & HAD BEEN DRINKING & SMOKING 'KOOLS' (COMMON STREET NAME FOR CIGARETTES DIPPED IN PHENCYLIDINE (PCP)). BASED ON THEIR OBSERVATIONS, SHERIFF DEPUTIES BELIEVED THE PLT WAS UNDER THE INFLUENCE OF PCP. THEY NOTED PHYSICAL SYMPTOMS OF DRY MOUTH, DIFFICULTY WITH SPEECH, RIGID BODY MOVEMENTS, HORIZONTAL NYSTAGMUS TO THE EYES & FAINT PCP ODOR EMITTING FROM THE PLT'S BREATH & PERSON. THE DEPUTIES REQUESTED THAT THE PLT SUBMIT TO BLOOD OR URINE SAMPLES FOR DRUG AND/OR ALCOHOL USE; HOWEVER, HE REFUSED.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. (C) JUDGMENT - POOR - PILOT IN COMMAND
2. (C) IMPAIRMENT(DRUGS) - PILOT IN COMMAND
3. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. (C) BUZZING - PERFORMED - PILOT IN COMMAND
5. (F) OBJECT - TREE(S)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: OTHER

Findings

6. (F) OBJECT - RESIDENCE

Pilot Information

Certificate:	Commercial	Age:	45
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1366 hours (Total, all aircraft), 700 hours (Total, this make and model), 1178 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5540H
Model/Series:	152 152	Engines:	1 Reciprocating
Operator:	KING AVIATION	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	O-235-L2C
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:	POC, 1011 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 18000 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 140°
Temperature:		Visibility	3 Miles
Precipitation and Obscuration:			
Departure Point:	VAN NUYS, CA (VNY)	Destination:	LA VERNE, CA (POC)

Airport Information

Airport:	BRACKETT (POC)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): THOMAS M WILCOX Adopted Date: 05/17/1988

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.