



National Transportation Safety Board Aviation Accident Final Report

Location:	CORONA, CA	Accident Number:	LAX85FA192
Date & Time:	04/02/1985, 1045 PST	Registration:	N1588Q
Aircraft:	CESSNA 150L	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE STUDENT & INSTRUCTOR PLT (CFI) WERE ON A LOCAL INSTRUCTIONAL FLT. THE STUDENT HAD FLOWN A TOTAL OF ONLY 3 HRS PRIOR TO THIS FLT. JUST BEFORE THE ACCIDENT, THE ACFT WAS OBSERVED SPINNING TOWARD THE GROUND IN A NEAR VERTICAL DESCENT. IT IMPACTED IN AN ORANGE GROVE, BUT ONLY ONE TREE WAS DAMAGED. DURING AN EXAM OF THE WRECKAGE, NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THERE WAS EVIDENCE OF AMPLE FUEL ABOARD.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: UNKNOWN

Findings

1. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND(CFI)
2. STALL/SPIN

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

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	43, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/31/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1014 hours (Total, all aircraft), 892 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1588Q
Model/Series:	150L 150L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	15072888
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	10/03/1984, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	60 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2545 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	T.W. ALLEY	Rated Power:	100 hp
Operator:	ROGER DEAN BARNETT	Operating Certificate(s) Held:	None
Operator Does Business As:	CHINO AIR SERVICE	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CNO, 650 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1146 PDT	Direction from Accident Site:	315°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	CHINO, CA (CNO)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1016 PST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	M J PYATT	Report Date:	
Additional Participating Persons:	MICHAEL J GRIMES; LANCASTER, CA JOE BRASHER; LONG BEACH, CA		
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).