



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	UKIAH, CA	<b>Accident Number:</b>	LAX84FA277
<b>Date &amp; Time:</b>	05/01/1984, 1315 PDT	<b>Registration:</b>	N63813
<b>Aircraft:</b>	PIPER PA-23-250	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

DURING ARRIVAL, THE PLT WAS CLEARED FOR A LOC/DME RWY 15 APCH TO THE UKIAH ARPT. AT 1307 PDT, HE BEGAN THE APCH AT THE TUCCI INTERSECTION, 15.5 MI NORTH OF THE RWY. AT 1311:04 THE LAST RADAR CONTACT SHOWED THAT THE ACFT WAS ABOUT 5 MI NORTH OF THE ARPT. AT 1313, THE UKIAH FSS PERSONNEL REQUESTED THE ACFT'S POSITION & THE PLT REPORTED THAT HE WAS 5.5 MI ON THE DME (5.5 MI NORTH OF THE ARPT). THERE WERE NO FURTHER COMMUNICATIONS WITH THE ACFT. SUBSEQUENTLY, IT CRASHED ON RISING MOUNTAINOUS TERRAIN ABOUT 4 MI SOUTH OF THE ARPT AT AN ELEVATION OF 200 FT. AN INVESTIGATION REVEALED THAT THE DME WAS SELECTED TO THE #2 NAV RECEIVER WHICH WAS TUNED TO THE UKIAH VOR, LOCATED ABOUT 6 MI SOUTH-SOUTHEAST OF THE ARPT. FOR THE APCH, THE DME SHOULD HAVE BEEN SELECTED ON THE #1 NAV RECEIVER WHICH WAS TUNED TO THE LOC/DME AT THE ARPT. THE 1324 WX AT UKIAH WAS 1000 FT OBSCURED, VISIBILITY 1 1/2 MI WITH LIGHT RAIN & FOG, WIND 130 DEG AT 8 KTS.

## Probable Cause and Findings

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

## Findings

---

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: APPROACH

### Findings

1. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - RAIN
4. (F) WEATHER CONDITION - FOG
5. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. (F) TERRAIN CONDITION - RISING

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Unknown	<b>Last FAA Medical Exam:</b>	03/21/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3000 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N63813
<b>Model/Series:</b>	PA-23-250 PA-23-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	27-7754137
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	04/05/1984, Annual	<b>Certified Max Gross Wt.:</b>	5200 lbs
<b>Time Since Last Inspection:</b>	8 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	418 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	TIO-540-C1A
<b>Registered Owner:</b>	WALTER F. BURKE	<b>Rated Power:</b>	250 hp
<b>Operator:</b>	WALTER F. BURKE	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	UKI, 616 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	1324 PDT	Direction from Accident Site:	330°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Obscured / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11° C / 10° C
Precipitation and Obscuration:			
Departure Point:	CARLSBAD, CA (CRQ)	Type of Flight Plan Filed:	IFR
Destination:	UKIAH, CA (UKI)	Type of Clearance:	IFR
Departure Time:	0935 PDT	Type of Airspace:	Class E

## Airport Information

Airport:	UKIAH (UKI)	Runway Surface Type:	
Airport Elevation:	616 ft	Runway Surface Condition:	
Runway Used:	15	IFR Approach:	VOR/DME
Runway Length/Width:	5005 ft / 150 ft	VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	AUDREY M SCHUTTE	Report Date:	
Additional Participating Persons:	TERRY GORDON; OAKLAND, 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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](#).