



# National Transportation Safety Board Aviation Accident Data Summary

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<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>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	49
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<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>Engines:</b>	2 Reciprocating
<b>Operator:</b>	WALTER F. BURKE	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	TIO-540-C1A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	UKI, 616 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Obscured / 1000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 130°
<b>Temperature:</b>	11 °C	<b>Visibility</b>	1 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CARLSBAD, CA (CRQ)	<b>Destination:</b>	UKIAH, CA (UKI)

## Airport Information

<b>Airport:</b>	UKIAH (UKI)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	15	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>	5005 ft / 150 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): AUDREY M SCHUTTE

Adopted 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](mailto: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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