



National Transportation Safety Board Aviation Accident Final Report

Location:	MEADOW VISTA, CA	Accident Number:	LAX85FA038
Date & Time:	11/02/1984, 1815 PST	Registration:	N97638
Aircraft:	STINSON VOYAGER 150	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT COLLIDED WITH TERRAIN WHILE MANEUVERING NORTHEAST OF AUBURN AIRPORT DURING A VFR PERSONAL FLT. THE PLT ADVISED SACRAMENTO TRACON THAT HE HAD AUBURN ARPT IN SIGHT. HOWEVER, TRACON OBSERVED N97638 FLY OVER & PASS AUBURN ARPT IN A NORTHERLY DIRECTION & CALLED THE ACFT. AT THIS TIME, THE PLT ADVISED TRACON THAT HE WANTED A VECTOR TO LINCOLN ARPT, 16 MI WEST OF AUBURN. SACRAMENTO TRACON ADVISED N97638 TO MAINTAIN VFR & THAT HE WAS ENTERING AN AREA OF HIGH TERRAIN. ALSO, HE WAS ADVISED THAT WHEN POSSIBLE, HE SHOULD TURN RIGHT OR LEFT TO A HEADING OF 240 DEG FOR A VECTOR TO LINCOLN ARPT. THESE INSTRUCTIONS WERE ACKNOWLEDGED BY THE PLT, BUT SHORTLY AFTER THE ACFT DISAPPEARED FROM RADAR. ACCORDING TO RESIDENTS IN THE ACCIDENT AREA, THE GROUND VISIBILITY WAS 'ZERO ZERO WITH FOG AND MISTY CONDITIONS.' PRIOR TO DEPARTURE ON THIS FLT THE PLT WAS ADVISED BY FSS THAT 'VFR FLIGHT WAS NOT RECOMMENDED.'

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: MANEUVERING

Findings

1. (F) TERRAIN CONDITION - HIGH TERRAIN
2. (F) WEATHER CONDITION - FOG
3. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
4. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
5. (F) VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
6. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
7. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	53, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/06/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	802 hours (Total, all aircraft), 342 hours (Total, this make and model), 615 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STINSON	Registration:	N97638
Model/Series:	VOYAGER 150 VOYAGER 15	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	108-638
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	10/07/1983, Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	99 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1883 Hours	Engine Manufacturer:	FRANKLIN
ELT:	Installed, not activated	Engine Model/Series:	6A4-150-3B
Registered Owner:	VERINTA BERNADETT	Rated Power:	150 hp
Operator:	VERINTA BERNADETT	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SAC, 21 ft msl	Distance from Accident Site:	31 Nautical Miles
Observation Time:	2155 PST	Direction from Accident Site:	225°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16° C / -18° C
Precipitation and Obscuration:			
Departure Point:	SACRAMENTO, CA (SAC)	Type of Flight Plan Filed:	None
Destination:	AUBURN, CA (AUN)	Type of Clearance:	None
Departure Time:	1732 PST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	M W FUNK II	Report Date:	
Additional Participating Persons:	R. NIELSON; SACRAMENTO, 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 pubinquiry@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](#).