



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	HOLTVILLE, CA	<b>Accident Number:</b>	LAX84FA087
<b>Date &amp; Time:</b>	12/01/1983, 1730 PST	<b>Registration:</b>	N3206W
<b>Aircraft:</b>	PIPER PA-32-260	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE PLT HAD DEPARTED MAZATLAN, MEXICO AT 0632 PST & HAD LANDED AT LOS MOCHIS & MEXICALI, MEXICO & AT CALEXICO, CA, WHERE HE CLEARED U.S. CUSTOMS. BEFORE DEPARTING CALEXICO, HE TELEPHONED HIS FAMILY & TOLD THEM THE WX HAD BEEN POOR ALL DAY. THE ESTIMATED TIME OF ARRIVAL AT YUMA, AZ WAS 1730 PST. WHEN THE ACFT DD NOT ARRIVE, A SEARCH WAS BEGUN. THE WRECKAGE WAS FOUND ABOUT 17 MI EAST OF IMPERIAL, CA, WHERE THE PLANE HAD CRASHED ON A WESTERLY HEADING. AT THE TIME OF IMPACT, THE ACFT WAS ESTIMATED TO HAVE BEEN IN A 15 DEG DESCENT & IN A 65 DEG RIGHT BANK. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. WITNESSES ATTESTED TO WORSENING WX & GUSTY WINDS IN THE VICINITY AT THE PRESUMED TIME OF THE CRASH. THE CO-OWNER NOTED THERE WAS A 600 FT ERROR IN THE ALTIMETER, WHICH THE PLT WOULD COMPENSATE FOR, BY ADJUSTING THE BAROMETER SETTING.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

### Findings

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
2. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) INFORMATION INSUFFICIENT - PILOT IN COMMAND
4. (F) LIGHT CONDITION - DARK NIGHT
5. (F) WEATHER CONDITION - CLOUDS
6. (F) WEATHER CONDITION - RAIN
7. (F) WEATHER CONDITION - GUSTS
8. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE

### Findings

9. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
10. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/16/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1000 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N3206W
<b>Model/Series:</b>	PA-32-260 PA-32-260	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	32-6
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	07/20/1983, Annual	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>	71 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2212 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	O-540-E4B5
<b>Registered Owner:</b>	ROBERT B, & RANDALL J. STONE	<b>Rated Power:</b>	260 hp
<b>Operator:</b>	ROBERT B, & RANDALL J. STONE	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	IPL, 0 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	1659 PST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	15° C / 12° C
Precipitation and Obscuration:			
Departure Point:	CALEXICO, CA (CLX)	Type of Flight Plan Filed:	None
Destination:	YUMA, AZ (YUM)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	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:			
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:pubinquiry@ntsb.gov">pubinquiry@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> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).