



National Transportation Safety Board Aviation Accident Data Summary

Location:	HOLTVILLE, CA	Accident Number:	LAX84FA087
Date & Time:	12/01/1983, 1730 PST	Registration:	N3206W
Aircraft:	PIPER PA-32-260	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

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

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

Findings

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

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Private	Age:	
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	
Flight Time:	1000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3206W
Model/Series:	PA-32-260 PA-32-260	Engines:	1 Reciprocating
Operator:	ROBERT B, & RANDALL J. STONE	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-540-E4B5
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	IPL, 0 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	/ ,
Temperature:	15° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	CALEXICO, CA (CLX)	Destination:	YUMA, AZ (YUM)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): M. J PYATT

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, 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.