



National Transportation Safety Board Aviation Accident Final Report

Location:	TRUCKEE, CA	Accident Number:	LAX84LA088
Date & Time:	12/01/1983, 1245 PST	Registration:	N6134E
Aircraft:	CESSNA 172N	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE ACFT COLLIDED WITH TREES AND THE TERRAIN WHILE TRYING TO FLY THROUGH DONNER PASS ON A SOLO X-COUNTRY. THERE WAS AN OVERCAST SKY AND THE MOUNTAINS WERE 8300 TO 9100 FT HIGH. THE PLT WAS QUOTED AS STATING THAT THE ACFT DID NOT CLIMB AS WELL AS HE ANTICIPATED AND STALLED AS HE TRIED TO MANEUVER THROUGH THE TREES IN THE HIGH PASS. THE ACFT SETTLED INTO PINE TREES AND SNOW. THE PLT HIKED OUT TO A HIGHWAY FOR HELP.

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 OBJECT
Phase of Operation: MANEUVERING

Findings

1. (F) AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
 2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. (F) WEATHER CONDITION - CLOUDS
 4. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. (F) OBJECT - TREE(S)
 6. (C) STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Factual Information

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/27/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	260 hours (Total, all aircraft), 158 hours (Total, this make and model), 212 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6134E
Model/Series:	172N 172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	71993
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	07/23/1983, 100 Hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	76 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2444 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-H2AD
Registered Owner:	ROBERT C. FELDMAN	Rated Power:	145 hp
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	WEST VALLEY FLYING	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	Overcast / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	4° C / 2° C
Precipitation and Obscuration:			
Departure Point:	PALO ALTO, CA (PAO)	Type of Flight Plan Filed:	VFR
Destination:	TRUCKEE, CA (TRK)	Type of Clearance:	None
Departure Time:	1115 PST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	M. W FUNK	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 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](#).