



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	BRIDGEPORT, CA	<b>Accident Number:</b>	LAX94LA336
<b>Date &amp; Time:</b>	07/19/1962, 2345 PDT	<b>Registration:</b>	N5069P
<b>Aircraft:</b>	PIPER PA24-180	<b>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

ON JULY 19, 1962, A COMMERCIAL, NON-INSTRUMENT RATED PILOT, AND THREE PASSENGERS WERE CROSSING HIGH MOUNTAINOUS TERRAIN ON A NIGHT CROSS-COUNTRY FLIGHT. SUBSEQUENTLY, THE AIRPLANE COLLIDED WITH RISING TERRAIN AT ABOUT 9,200 FEET MEAN SEA LEVEL. WRECKAGE WAS FOUND ON A 30 DEGREE SLOPE WITH EXTENSIVE DAMAGE. THE AIRPLANE WAS REPORTED MISSING AND WENT UNDISCOVERED UNTIL AUGUST 8, 1994. THE AIRPLANE WITH HUMAN REMAINS WAS DISCOVERED IN A REMOTE AREA OF YOSEMITE NATIONAL PARK BY TRAIL REPAIR PERSONNEL. THE FAA AND SAFETY BOARD DID NOT HAVE ANY RECORDS OF THE ACCIDENT FLIGHT. THE REGISTRATION NUMBER OF THE AIRPLANE HAD BEEN REASSIGNED TO ANOTHER AIRCRAFT IN 1972. U.S. PARK AND COUNTY SHERIFF'S DEPARTMENT PERSONNEL CONDUCTED A CORONER'S INVESTIGATION.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IN-FLIGHT COLLISION WITH TERRAIN FOR UNKNOWN REASON(S).

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: UNKNOWN

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. LIGHT CONDITION - NIGHT
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - HIGH TERRAIN

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	26
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N5069P
<b>Model/Series:</b>	PA24-180 PA24-180	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	CAPITAL SKYPARK INC.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-360-A1A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Unknown	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>		<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	FRESNO, CA (FAT)	<b>Destination:</b>	SACRAMENTO, CA (SAC)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	3 Fatal	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	Unknown
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	SCOTT R ERICKSON	<b>Adopted Date:</b>	09/19/1996
<b>Investigation Docket:</b>	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:pubinq@ntsb.gov">pubinq@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> .		

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.