



National Transportation Safety Board Aviation Accident Final Report

Location:	KAMUELA, HI	Accident Number:	LAX86LA078
Date & Time:	01/01/1986, 1110 HST	Registration:	N7320K
Aircraft:	CESSNA R172K	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 4 Serious
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE ACFT COLLIDED WITH TERRAIN WHILE MANEUVERING TO AVIOD CLOUDS DURING A LOCAL SCENIC FLT. THE PLT STATED THAT TURBULENCE CAUSED LOSS OF CONTROL AND THE ACFT WAS BLOWN INTO TREES. THE WINDS WERE FROM 050 DEGS AT 37 KTS WITH GUSTS TO 45 KTS. SIGMET OSCAR FIVE WAS IN EFFECT AT THE TIME OF THE ACCIDENT WHICH FORECAST OCCASIONAL SEVERE TURBULENCEBELOW 9000 FT OVER AND IMMEDIATELY SOUTH THROUGH WEST OF ALL MOUNTAINS IN ALL OF THE HAWAIIAN ISLANDS.

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) WEATHER CONDITION - CLOUDS
2. (F) WEATHER CONDITION - HIGH WIND
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (F) WEATHER CONDITION - TURBULENCE
5. (C) HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/01/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3005 hours (Total, all aircraft), 581 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7320K
Model/Series:	R172K R172K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	R1722056
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	12/04/1985, 100 Hour	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	38 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3223 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-360-KB
Registered Owner:	WILLIAM H. MERRILL, JR.	Rated Power:	195 hp
Operator:	AL MERRILL	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	ANUENUE AVIATION	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MUE, 2671 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	1050 HST	Direction from Accident Site:	225°
Lowest Cloud Condition:	Scattered / 300 ft agl	Visibility	20 Miles
Lowest Ceiling:	Broken / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	37 knots / 45 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17° C / 16° C
Precipitation and Obscuration:			
Departure Point:	KEAHOLE, HI (IAI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1015 HST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal, 3 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 4 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	AUDREY M SCHUTTE	Report Date:	
Additional Participating Persons:	PATRICIA M ORCUTT; HONOLULU, HI		
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](#).