



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	KAMUELA, HI	<b>Accident Number:</b>	LAX86LA078
<b>Date &amp; Time:</b>	01/01/1986, 1110 HST	<b>Registration:</b>	N7320K
<b>Aircraft:</b>	CESSNA R172K	<b>Injuries:</b>	1 Fatal, 4 Serious
<b>Flight Conducted Under:</b>	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

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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	51
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	3005 hours (Total, all aircraft), 581 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N7320K
<b>Model/Series:</b>	R172K R172K	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	AL MERRILL	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	IO-360-KB
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MUE, 2671 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 2500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	37 knots / 45 knots, 50°
<b>Temperature:</b>	17° C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	KEAHOLE, HI (IAI)	<b>Destination:</b>	

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	AUDREY M SCHUTTE	<b>Adopted Date:</b>	
<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> .		

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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.