



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Buckeye, AZ	<b>Accident Number:</b>	LAX06FA099
<b>Date &amp; Time:</b>	02/01/2006, 1504 MST	<b>Registration:</b>	N1563A
<b>Aircraft:</b>	Beechcraft F33A	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

After crossing flight paths with a military fighter jet, the single engine airplane entered an increasingly steep descent and subsequently impacted terrain. The solo student pilot departed the airport and proceeded to climb towards a designated practice area. Upon reaching 4,500 feet the pilot reduced power and entered a 500-foot-per-minute descent. At this point the pilot may have been alerted by the on-board TCAS (traffic/collision alerting device) that there was traffic approaching from her right side, close to her altitude. The sun was also off her right side at an elevation of 31 degrees above the horizon. Within seconds an F-16 fighter jet crossed in front of her from right to left. The closest point of approach between the two aircraft, as determined by a radar data study, was 1,850 feet laterally and 400 feet vertically. A study of the wake and vortex turbulence that would have been produced by the F-16 determined that the generated vortices could not have dropped low enough to affect the path of the student's airplane. After the F-16 passed, the student's airplane continued an increasingly steep linear descent, eventually exceeding 2,500 feet per minute before impacting the terrain at a 50-degree nose down, right wing down attitude, 29 seconds after the encounter. Multiple close examinations of the aircraft wreckage failed to reveal any evidence of mechanical failure or malfunction. A review of the student's available medical records, autopsy, and toxicology analysis did not reveal any physiological inconsistencies. It is certainly possible (and consistent with the circumstances of the accident) that the student pilot lost consciousness following her presumed near collision; however, there is not enough information available to fully support this hypothesis.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The student pilot's failure to maintain aircraft control for undetermined reasons.

## Findings

Occurrence #1: NEAR COLLISION BETWEEN AIRCRAFT  
Phase of Operation: DESCENT - NORMAL  
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: DESCENT - NORMAL

Findings  
1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Findings

### 2. TERRAIN CONDITION - GROUND

#### Student Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	22
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	48 hours (Total, all aircraft), 48 hours (Total, this make and model), 6 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft)		

#### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beechcraft	<b>Registration:</b>	N1563A
<b>Model/Series:</b>	F33A	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Airline Training Center Arizona	<b>Engine Manufacturer:</b>	Teledyne Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-520
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

#### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KGYR, 968 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , Variable
<b>Temperature:</b>	21 °C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Buckeye, AZ (KBXK)	<b>Destination:</b>	PhoenixGoodyear, AZ (KGYR)

#### Airport Information

<b>Airport:</b>	Phoenix Goodyear (KGYR)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	NA	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

#### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	33.268333, -112.590833		

## Administrative Information

Investigator In Charge (IIC): Van S McKenny

Adopted Date: 08/30/2007

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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