



National Transportation Safety Board Aviation Accident Data Summary

Location:	Somis, CA	Accident Number:	LAX06FA222
Date & Time:	07/01/2006, 1140 PDT	Registration:	N615M
Aircraft:	Raytheon Aircraft Company A36	Injuries:	2 Fatal, 2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot was departing on a cross-country flight when he advised an air traffic controller that he needed to land at the nearest airport. The pilot did not specify why he needed to land. An air traffic controller initially cleared him to one airport, and then the pilot asked for a clearance to closer airport. Multiple controllers were in contact with the pilot after his initial call that he needed to land. During the first call, the initial controller and a second controller had a discussion about what the nature of the problem was, and if the pilot was declaring an emergency. The primary controller reported that he thought the pilot was having an engine problem, and he was not declaring an emergency. Once the pilot was handed off to the second controller, the pilot was asked if he had an engine problem and if wanted to declare an emergency. The pilot replied negatively to both questions. The pilot was then handed off to the final controller at the airport where he wanted to land. The pilot was unable to advise the air traffic controller at the landing airport of his position. The pilot was cleared to land, but then he reported an unspecified emergency and collided with terrain approximately 3 miles north of the airport. The airplane came to rest straddling a ditch, adjacent to a road, and was mostly consumed in the post-impact fire. The engine came to rest at the top of the ditch on the south side, and the tail section came to rest on top of the ditch on the north side. An engine inspection and teardown were conducted, with no mechanical anomalies noted that would have precluded normal operation. No evidence was found of any airframe system malfunction or flight control problem. To date, the pilot has not responded to requests from the investigator-in-charge for a statement as to the source of the problem and subsequent emergency. The investigation determined that the pilot was taking a prescription antidepressant, a metabolite of which was detected on post-accident toxicology testing. He was also reported to have recently begun using a prescription anti-anxiety medication, not detected on post-accident toxicology testing, but for which therapeutic levels are below the detection threshold on such testing. Neither medication would have been approved for use by the FAA. The pilot had not reported any mental conditions or use of medications at the time of his most recent application for airman medical certificate nearly 2 years prior to the accident.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a ground collision during an emergency landing for undetermined reasons.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

1. TERRAIN CONDITION - DITCH
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Pilot Information

Certificate:	Private	Age:	44
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	2200 hours (Total, all aircraft), 40 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Raytheon Aircraft Company	Registration:	N615M
Model/Series:	A36	Engines:	1 Reciprocating
Operator:	Robert J. Santoro, Jr.	Engine Manufacturer:	Teledyne Continental
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-550-B (39)
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	CMA, 77 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	7 knots, 240°
Temperature:	26° C / 13° C	Visibility:	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Santa Barbara, CA (SBA)	Destination:	OKLAHOMA CITY, OK (PWA)

Airport Information

Airport:	CAMARILLO (CMA)	Runway Surface Type:	
Runway Used:	NA	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal, 1 Serious	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground

Administrative Information

Investigator In Charge (IIC): Tealeye C Cornejo

Adopted Date: 02/28/2008

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, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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.