



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LAS VEGAS, NV	<b>Accident Number:</b>	LAX92FA090
<b>Date &amp; Time:</b>	01/11/1992, 1808 PST	<b>Registration:</b>	N425BN
<b>Aircraft:</b>	CESSNA 425	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	7 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

NO RECORD COULD BE FOUND SHOWING THE PILOT RECEIVED A WEATHER BRIEFING PRIOR TO TAKEOFF. UNFAVORABLE WEATHER WAS IN THE VICINITY. SEVERAL TIMES THE PILOT HAD DIFFICULTIES UNDERSTANDING AND COMPLYING WITH INSTRUCTIONS FROM CLEARANCE DELIVERY, GROUND CONTROL, AND DEPARTURE CONTROL. AFTER TAKEOFF THE PILOT REQUESTED AND RECEIVED AN IFR CLEARANCE. DURING THE LAST FIVE MINUTES OF FLIGHT RADAR RETURNS SHOWED THE AIRPLANE CHANGING HEADING FROM 45 DEGREES TO AS MUCH AS 180 DEGREES ABOUT 10 TIMES AND DESCENDING OR ASCENDING SEVERAL TIMES FROM ALTITUDES RANGING FROM 4,500 FEET MSL TO 11,500 FEET MSL. THE ALTITUDE AND HEADING CHANGES WERE NOT DIRECTED BY CONTROLLERS. ABOUT 3 MINUTES BEFORE THE ACCIDENT DEPARTURE CONTROL ASKED THE PILOT IF HE HAD A PROBLEM. THE PILOT INDICATED THAT HE DID AND 'WE'RE TRYING TO GET STRAIGHT.' ONE MINUTE LATER, THE PILOT SAID 'WE'RE ALL RIGHT.' SHORTLY AFTERWARDS, RADAR DATA SHOWED A LOSS OF CONTROL. RADAR AND COMMUNICATIONS WERE LOST AND AN ON GROUND EXPLOSION WAS OBSERVED AS THE ACCIDENT OCCURRED. AN FAA FLIGHT SURGEON REVIEWED THE PILOT'S MEDICAL RECORDS. WITHIN ONE YEAR OF THE ACCIDENT THE PILOT HAD 3 PHYSICAL CONDITIONS AND WAS TAKING 3 SEPARATE PRESCRIPTIONS WHICH WOULD HAVE PREVENTED HIM FROM BEING MEDICALLY QUALIFIED TO PILOT AN AIRCRAFT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN AIRCRAFT CONTROL DUE TO SPATIAL DISORIENTATION. FACTORS IN THIS ACCIDENT WERE: 1) THE PILOT'S FAILURE TO OBTAIN A PREFLIGHT WEATHER BRIEFING AND TO PROPERLY EVALUATE THE EXISTING WEATHER CONDITIONS PRIOR TO FLIGHT, AND 2) REPORTED UNFAVORABLE WEATHER CONDITIONS, INCLUDING TURBULENCE, SNOW, RAIN, AND OBSCURATION AT FLIGHT ALTITUDES ALONG THE PILOT'S ROUTE OF FLIGHT.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

### Findings

1. (F) WEATHER CONDITION - TURBULENCE
  2. (F) WEATHER CONDITION - OBSCURATION
  3. (F) PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
  4. (F) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
  5. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  6. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
  7. INCAPACITATION(ORGANIC PROBLEM) - PILOT IN COMMAND
  8. IMPAIRMENT(DRUGS) - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

9. TERRAIN CONDITION - GROUND

## Factual Information

### Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/01/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1900 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N425BN
Model/Series:	425 425	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	425-0057
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	07/11/1991, Continuous Airworthiness	Certified Max Gross Wt.:	8600 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-112
Registered Owner:	GEORGE N. DERENIA	Rated Power:	450 hp
Operator:	GEORGE N. DERENIA	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	LAS, 2175 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1750 PST	Direction from Accident Site:	38°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 9500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots / 26 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12° C / -8° C
Precipitation and Obscuration:			
Departure Point:	LAS VEGAS, NV (LAS)	Type of Flight Plan Filed:	IFR
Destination:	TORRANCE, CA (TOR)	Type of Clearance:	IFR
Departure Time:	1755 PST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	6 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	7 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Richard V Childress	Report Date:	05/26/1993
Additional Participating Persons:	JESSE CAVAZOS; LAS VEGAS, NV JERRY SHOEMAKER; WICHITA, KS PAUL CROSBY; BURBANK, CA		
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 <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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).