



National Transportation Safety Board Aviation Accident Final Report

Location:	MAMMOTH LAKES, CA	Accident Number:	LAX85FA076
Date & Time:	12/16/1984, 1600 PST	Registration:	N601FP
Aircraft:	PIPER PA-60-601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE ACFT TOOKOFF FROM AN ARPT WHOSE RWYS HAD BEEN CLOSED FOR SNOW REMOVAL. A NOTAM HAD BEEN FILED WITH THE FRESNO FSS BY THE MAMMOTH LAKE ARPT MGR AT 0900 HRS FOR TAXI AND RWY SNOW REMOVAL. THE PLT WAS AWARE OF THE NOTAM BECAUSE THE MGR AND A LINEMAN BOTH SAID THEY ADVISED HIM OF IT. SEVERAL WITNESSES SAW THE PLT ENTER THE ACFT AFTER DECLINING ENG PRE-HEAT OR ACFT DE-ICING. WHEN ADVISED BY THE LINEMAN THAT THE 2 QTS OF OIL THAT THE PLT REQUESTED DID NOT 'REGISTER ONTHE DIP-STICK.' THE PLT ORDERED ANOTHER QT TO BE 'THROWN' IN & 'HURRY UP.' NO PRE-FLT OR WARM UP OR BEFORE TAKEOFF CHECK WAS NOTED BY OBSERVERS. TURNING IMMEDIATELY ONTO THE RWY AND ROLLING FOR TAKEOFF THE PLT PASSED A SNOW PLOW. THE ACFT USED 7000 FT (ALL OF THE RWY) AND LEFT THE GROUND IN A NOSE HIGH ATTITUDE. THE ARPT ELEVATION IS 7128 FT MSL. THE ACFT FIRST STRUCK A DIRT MOUND 3/4 OF A MILE AFTER TAKEOFF. AFTER MAINTAINING FURTHER FLT FOR APRX 280 FT WHICH CROSSED A SMALL RAVINE THE ACFT COLLIDED WITH THE FAR SIDE OF THE RAVINE & STARTED TO BREAK APART, STOPPING 144 FT FURTHER EAST.

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: TAKEOFF - INITIAL CLIMB

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. (C) ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
3. (C) CHECKLIST - IMPROPER - PILOT IN COMMAND
4. (C) JUDGMENT - POOR - PILOT IN COMMAND
5. (F) WING - ICE
6. (C) ROTATION - DELAYED - PILOT IN COMMAND
7. (F) MISC EQPT/FURNISHINGS, SHOULDER HARNESS - NOT ENGAGED
8. (F) AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - DISABLED
9. (C) STALL/MUSH - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

10. (F) NOTAMS - ISSUED - AIRPORT PERSONNEL
11. (C) AIRPORT SNOW REMOVAL - NOT IDENTIFIED - PILOT IN COMMAND
12. (C) PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
13. (C) NOTAMS - DISREGARDED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Multi-engine Land; 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:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/22/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7408 hours (Total, all aircraft), 533 hours (Total, this make and model), 7000 hours (Pilot In Command, all aircraft), 46 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N601FP
Model/Series:	PA-60-601P PA-60-601P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	61P059779626
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	02/06/1984, Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	1428 Hours	Engines:	2 Reciprocating
Airframe Total Time:	15974 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TIO-540-U2A
Registered Owner:	PAUL MEYER GUYER	Rated Power:	290 hp
Operator:	PAUL MEYER GUYER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1600	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-12°C
Precipitation and Obscuration:			
Departure Point:	MAMMOTH LAKES, CA (MMH)	Type of Flight Plan Filed:	None
Destination:	BURBANK, CA (BUR)	Type of Clearance:	None
Departure Time:	1559 PST	Type of Airspace:	Class G

Airport Information

Airport:	MAMMOTH LAKES (MMH)	Runway Surface Type:	Asphalt
Airport Elevation:	7128 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	7000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	M W FUNK II	Report Date:	
Additional Participating Persons:	C BORCHERS; RENO, NV		
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 pubinq@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](#).