



National Transportation Safety Board Aviation Accident Final Report

Location:	LAKEVIEW, OR	Accident Number:	SEA89FA053
Date & Time:	03/04/1989, 1200 PST	Registration:	CFHGH
Aircraft:	PIPER PA-60-601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

WHILE EN ROUTE, THE PLT ENCTRD HEADWINDS & TRACE RIME ICING. HE MADE A CLIMB FROM 17,000 FT TO FLT 190, THEN TO FL 210. AFTER CRUISING AT FL 210 FOR ABOUT 27 MIN, THE ACFT ENTERED A DSCNT (W/O ATC CLNC). RADIO & RADAR CONTACT WERE LOST IN THE VCNTY OF WERE THE ACFT CRASHED. JUST BEFORE IMPACT, THE ACFT WAS OBSERVED TO DSCND OUT OF LOW CLOUDS IN A SPIN. THE PLT HAD BEEN ISSUED A CANADIAN INSTRUMENT RATING ON 1/11/88, BUT IT WAS VALID FOR ONLY 12 MOS. A PERSON, WHO HAD GIVEN THE PLT PROFICIENCY FLT TRAINING IN PREPARATION FOR AN INSTRUMENT QUALIFICATION CHECK, REPORTED THAT HE HAD RESERVATIONS ABOUT THE PLT'S ABILITY TO FLY IN INSTRUMENT CONDITIONS WITHOUT AN AUTOPLT. AVIONICS PERSONNEL AT THE DEPARTURE ARPT RPRTD THE PLT HAD ENCTRD AN AUTOPLT MALFUNCTION ON THE PREVIOUS FLT & THAT THEY HAD FOUND AN ELEC SHORT IN THE AUTOPLT DISCONNECT SW ON THE COPLT CTL YOKE. HOWEVER, THEY WERE UNABLE TO REPAIR IT DUE TO LACK OF A REPLACEMENT PART. RPRTDLY, THE PLT BARROWED A SOLDERING IRON TO REPAIR IT HIMSELF.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN CONTROL OF THE AIRCRAFT, WHICH RESULTED IN A SPIN AND AN UNCONTROLLED DESCENT. FACTORS RELATED TO THE ACCIDENT WERE: IMPROPER MAINTENENCE BY THE PILOT, AN AUTOPILOT MALFUNCTION, THE ADVERSE WEATHER CONDITIONS, CONTINUED FLIGHT BY THE PILOT INTO ADVERSE WEATHER CONDITIONS, AND HIS LACK OF RECENT INSTRUMENT EXPERIENCE.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: CRUISE - NORMAL

Findings

1. (F) AUTOPILOT/FLIGHT DIRECTOR - DISENGAGED
 2. (F) MAINTENANCE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

Findings

3. (F) WEATHER CONDITION - CLOUDS
 4. (F) WEATHER CONDITION - SNOW
 5. (F) WEATHER CONDITION - ICING CONDITIONS
 6. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
 7. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 8. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 9. (F) LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
-

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Foreign; Private	Age:	58, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/12/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1300 hours (Total, all aircraft), 108 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	CFHGH
Model/Series:	PA-60-601P PA-60-601P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	61P082981634
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	06/02/1988, Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	24 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1297 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-S1A5
Registered Owner:	HERBERT G. HINKELMAN	Rated Power:	290 hp
Operator:	HERBERT G. HINKELMAN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LKV, 4728 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	1230 PST	Direction from Accident Site:	155°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Obscured / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-3 °C / -6 °C
Precipitation and Obscuration:			
Departure Point:	PORTLAND, OR (PDX)	Type of Flight Plan Filed:	IFR
Destination:	RENO, NV (RNO)	Type of Clearance:	IFR
Departure Time:	1040 PST	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PRENTISS E MANGUM	Report Date:	09/17/1992
Additional Participating Persons:	LEW SANDERS; HILLSBORO, OR GREGORY ERIKSON; WAYNE, IL PAUL LEHMAN, JR.; VERO BEACH, FL TIM HARDEE; VERO BEACH, FL		
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 pubinquiry@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](#).