



National Transportation Safety Board

Aviation Accident Final Report

Location:	BIG PINE, CA	Accident Number:	LAX88FA277
Date & Time:	07/31/1988, 1217 PDT	Registration:	N414YV
Aircraft:	CESSNA 414A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT-OWNER DECIDED TO OVERFLY A GLACIER WHICH WAS LOCATED IN THE SIERRA NEVADA MOUNTAINS. THE GLACIER WAS LOCATED NEAR THE 12,000 FOOT MSL BASE OF A 14,000 FOOT MSL MOUNTAIN NEAR THE HEAD OF A BOX CANYON. WITNESSES REPORTED CLEARLY OBSERVING THE ACFT ENTER THE CANYON AREA. WHEN THE ACFT WAS NEARLY OVER THE GLACIER THE ACFT WAS OBSERVED TO COMMENCE A COURSE REVERSAL. DURING THE TURN THE ACFT STALLED, DESCENDED RAPIDLY & CRASHED INTO ROCKY 40 DEGREE UPSLOPING TERRAIN WHEREUPON IT BURNED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT INTENTIONALLY FLEW OVER AN AREA OF HIGH TERRAIN IN WHICH HE FAILED TO MAINTAIN THE PROPER ALTITUDE AND HE DELAYED HIS DECISION TO REVERSE COURSE. A CONTRIBUTING FACTOR WAS THE PILOT'S IMPROPER IN-FLIGHT DECISION.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

1. TERRAIN CONDITION - BLIND/BOX CANYON
2. TERRAIN CONDITION - HIGH TERRAIN
3. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
4. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. (C) STALL - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
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 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/23/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N414YV
Model/Series:	414A 414A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	414A0529
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	07/18/1988, Annual	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-NB
Registered Owner:	CURTIS D. LORENZ	Rated Power:	340 hp
Operator:	CURTIS D. LORENZ	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:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 3000 ft agl	Visibility	50 Miles
Lowest Ceiling:	Broken / 3000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:			
Departure Point:	BISHOP, CA (BIH)	Type of Flight Plan Filed:	None
Destination:	SAN DIEGO, CA (MYF)	Type of Clearance:	None
Departure Time:	1200 PDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	WAYNE R POLLACK	Report Date:	06/11/1990
Additional Participating Persons:	DONALD MORGAN; LAS VEGAS, NV G. S SHOEMAKER; WICHITA, KS		
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.ntsb.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](#).