



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CORONA, CA	<b>Accident Number:</b>	DCA89MA026
<b>Date &amp; Time:</b>	02/19/1989, 1210 PST	<b>Registration:</b>	N69383
<b>Aircraft:</b>	CESSNA 402B	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	10 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE PLT WAS OPERATING AN ON-DEMAND AIR TAXI PASSENGER FLT TO SANTA ANA, CA. THE ACFT OCCURRED DRG DESCENT, WHEN THE ACFT COLLIDED WITH A MTN AT 2060 FT MSL. THE PLT HAD RCVD A PREFLT WX BRIEFING IN WHICH HE WAS ADVISED OF LOW CEILINGS AND REDUCED VIS IN THE LOS ANGELES BASIN, SURROUNDING MTNS OBSCURED BY CLOUDS, AND THAT VFR FLT TO SANTA ANA WAS NOT RECOMMENDED. HE DEPARTED VFR. WHILE EN ROUTE, THE PLT WAS ADVISED THAT SANTA ANA WAS REPORTING 1400 FT OVCST WITH 5 MILES VIS. A VIDEOTAPE RECORDED BY A PASSENGER SHOWED MTN PEAKS PROTRUDING THROUGH A SOLID CLOUD LAYER AND SHOWED THE ACFT DESCENDING INTO THE CLOUDS. WITNESSES DESCRIBED A LOW CLOUD CEILING NR THE CRASH SITE AND CLOUD TOPS AT 5000 FT. EXAMINATION OF THE WRECKAGE REVEALED EVIDENCE OF POWERED FLT AND NO EVIDENCE OF PREIMPACT CONTROL OR ENGINE MALFUNCTION. RECORDS INDICATED THAT THE PLT HAD ENCOUNTERED IMC ON ONLY 1 FLT IN THE PREVIOUS 9 MOS. HE WAS DIR OF OPNS FOR THE OPERATOR.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO PROPERLY PREFLIGHT AND PLAN FOR FLIGHT AND HIS INTENTIONAL FLIGHT INTO IMC CONDITIONS. FACTORS CONTRIBUTING TO THE ACCIDENT WERE THE LOW CEILING CONDITIONS IN CONJUNCTION WITH THE MOUNTAINOUS TERRAIN.

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: DESCENT - NORMAL

### Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
3. IN-FLIGHT WEATHER ADVISORIES - DISREGARDED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - LOW CEILING
5. (C) VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - NORMAL

### Findings

6. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	10/04/1988
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	4000 hours (Total, all aircraft), 572 hours (Total, this make and model), 3870 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N69383
<b>Model/Series:</b>	402B 402B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	402B-0527
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	02/18/1989, 100 Hour	<b>Certified Max Gross Wt.:</b>	6300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3129 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520-E5B
<b>Registered Owner:</b>	LAS VEGAS FLYERS, INC.	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	LAS VEGAS FLYERS, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument 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 / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	LAS VEGAS, NV (LAS)	Type of Flight Plan Filed:	VFR
Destination:	SANTA ANA, CA (SNA)	Type of Clearance:	VFR
Departure Time:	1100 PST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	9 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	10 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	BARRY L TROTTER	Report Date:	06/01/1990
Additional Participating Persons:	JAMES R GREENE; RIVERSIDE, CA MICHAEL J GRIMES; LANCASTER, CA ROBERT A WHITE; 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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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](#).