



National Transportation Safety Board Aviation Accident Final Report

Location:	SAN DIEGO, CA	Accident Number:	LAX91FA132
Date & Time:	03/16/1991, 0143 PST	Registration:	N831LC
Aircraft:	Hawker Siddeley DH.125-1A/522	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	10 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

AFTER FLYING PSNL OF ENTERTAINMENT GROUP TO LINDBERGH FLD, ACFT WAS PSND TO NRBY BROWN FLD, SINCE LATE DEP WAS PLANNED AFTER NOISE CURFEW WAS IN EFFECT AT LINDBERGH. PLT TALKED WITH FSS SPECIALIST (SPLST) 3 TIMES BFR TKOF. HE RPRTD HE DID NOT HAVE INST DEP PROC FM ARPT. SPLST READ DEP PROC ON PHONE. ON LAST CALL TO FSS, PLT SAID HE PLANNED TO DEP VFR TWD NE & OBTAIN IFR CLNC AFTER AIRBORNE. (THIS RTE WAS TWD MTS.) DRG CALL, PLT EXPRESSED CONCERN ABT REMAINING CLR OF TCA & INQUIRED ABT STAYING BLO 3000'. SPLST AGREED WITH PLTS CONCERNS, BUT AFTER ACDNT, SPLST SAID HE THOUGHT PLT WAS REFERRING TO 3000' AGL, RATHER THAN 3000' MSL. PLT HAD FILED TO TKOF AT MIDNIGHT, BUT DIDN'T GET AIRBORNE UNTIL 0141 PST. SINCE FLT WAS OVR 1.5 HRS LATE, IFR FLT PLAN HAD 'CLOCKED OUT.' AS CTLR WAS REENTERING FLT PLAN IN COMPUTER, ACFT HIT RISING TRRN NR TOP OF MTN, ABT 8 MI NE OF ARPT AT ELEV OF ABT 3300'. NO DEFICIENCIES WERE FND WITH ACFT OR ITS ENGS. COPLT HAD NO TYPE RATING FOR THIS ACFT, THO HE RPRTDLY HAD MADE 3 TKOFS & LNDGS IN HAWKER-SIDDELEY DH.125.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER PLANNING/DECISION BY THE PILOT, THE PILOT'S FAILURE TO MAINTAIN PROPER ALTITUDE AND CLEARANCE OVER MOUNTAINOUS TERRAIN, AND THE COPILOT'S FAILURE TO ADEQUATELY MONITOR THE PROGRESS OF THE FLIGHT. FACTORS RELATED TO THE ACCIDENT WERE: INSUFFICIENT TERRAIN INFORMATION PROVIDED BY THE FLIGHT SERVICE SPECIALIST DURING THE PREFLIGHT BRIEFING AFTER THE PILOT INQUIRED ABOUT A LOW ALTITUDE DEPARTURE, DARKNESS, MOUNTAINOUS TERRAIN, BOTH PILOT'S LACK OF FAMILIARITY WITH THE GEOGRAPHICAL AREA, AND THE COPILOT'S LACK OF FAMILIARITY WITH THE AIRCRAFT.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) PREFLIGHT BRIEFING SERVICE - INFORMATION INSUFFICIENT - ATC PERSONNEL(FSS)
3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
7. (C) MONITORING - INADEQUATE - COPILOT/SECOND PILOT
8. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - COPILOT/SECOND PILOT
9. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT/SECOND PILOT

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	43, 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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/02/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	15000 hours (Total, all aircraft), 150 hours (Total, this make and model), 14000 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hawker Siddeley	Registration:	N831LC
Model/Series:	DH.125-1A/522 DH.125-1A/	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	25095
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	21200 lbs
Time Since Last Inspection:		Engines:	2 Turbo Jet
Airframe Total Time:		Engine Manufacturer:	Rolls-Royce
ELT:	Installed, not activated	Engine Model/Series:	VIPER 522
Registered Owner:	DUNCAN A/C SALES FLORIDA, INC	Rated Power:	3330 lbs
Operator:	PRESTIGE TOURS, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 3800 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	AMARILLO, TX (AMA)	Type of Clearance:	None
Departure Time:	0140 PST	Type of Airspace:	Class G

Airport Information

Airport:	BROWN FIELD MUNI (SDM)	Runway Surface Type:	Asphalt
Airport Elevation:	524 ft	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	7999 ft / 200 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	8 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	10 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Richard V Childress	Report Date:	09/11/1992
Additional Participating Persons:	DON ELAM; WASHINGTON, DC PATTI MADISON; SAN DIEGO, CA JIM MCCLURE; LOS ANGELES, CA NICK ALLFREE; LOS ANGELES, 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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