



National Transportation Safety Board Aviation Accident Final Report

Location:	OCEANSIDE, CA	Accident Number:	LAX93FA066
Date & Time:	12/14/1992, 1445 PST	Registration:	N55UF
Aircraft:	PIPER PA-31P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT AND HIS PASSENGER, HIS SON, DEPARTED FROM A CONTROLLED AIRPORT AT 1436 HOURS. HE CLIMBED THE AIRPLANE TO ABOUT 5,200 FEET MEAN SEA LEVEL. RECORDED COMMUNICATIONS BETWEEN THE PILOT AND THE CONTROL TOWER DID NOT REVEAL ANYTHING OUT OF THE ORDINARY. RADAR DATA SHOWED THE PILOT IN A PROGRESSIVE CLIMB TO ABOUT 5,200 FEET. AFTER MAINTAINING THAT ALTITUDE FOR OVER TWO MINUTES, THE AIRPLANE DESCENDED AT AN EXCESSIVE RATE UNTIL IT COLLIDED WITH THE OCEAN ABOUT ONE MILE OFFSHORE. THE ENGINES AND PROPELLERS WERE RECOVERED AND EXAMINED. THE ENGINE EXAMINATION DID NOT REVEAL ANY PRE EXISTING DISCREPANCIES. THE PROPELLERS HAD DEEP LEADING EDGE GOUGES, 'S' TWISTS, AND ONE BROKEN BLADE. NO PRE EXISTING DEFICIENCIES WERE FOUND DURING THE EXAMINATION OF THE AIRPLANE'S LOGBOOKS AND MAINTENANCE RECORDS. INVESTIGATION DID NOT REVEAL ANY REASON FOR THE AIRPLANE'S RAPID DESCENT AND ITS IN FLIGHT COLLISION WITH THE OCEAN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE AIRPLANE COLLIDING WITH THE OCEAN DUE TO UNKNOWN REASON (S).

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. TERRAIN CONDITION - WATER

Factual Information

Pilot Information

Certificate:	Private	Age:	45, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/28/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1790 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N55UF
Model/Series:	PA-31P PA-31P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31P-7400182
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	08/24/1992, Annual	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	TIGO-541-E1A
Registered Owner:	TIMOTHY W. EKSTED	Rated Power:	425 hp
Operator:	TIMOTHY W. EKSTED	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:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 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:	SAN DIEGO, CA (CRQ)	Type of Flight Plan Filed:	None
Destination:	SANTA ANA, CA (SNA)	Type of Clearance:	None
Departure Time:	1436 PST	Type of Airspace:	Restricted Area

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	RICHARD V CHILDRESS	Report Date:	08/26/1993
Additional Participating Persons:	JOHN WHITE; SAN DIEGO, CA CHARLES LITTLE; CHINO HILLS, CA ROGER STALLCAMP; PIQUA, OH		
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](#).