



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MONTEREY, CA	<b>Accident Number:</b>	LAX92FA260
<b>Date &amp; Time:</b>	06/24/1992, 1030 PDT	<b>Registration:</b>	N628RJ
<b>Aircraft:</b>	CESSNA 421B	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE 3 OCCUPANTS ABOARD WERE: THE OWNER IN THE LEFT FRONT SEAT, HIS WIFE IN THE RIGHT FRONT SEAT, AND A MAN HIRED BY THE OWNER TO FLY THE AIRPLANE (SEAT LOCATION COULD NOT BE DETERMINED). PRIOR TO TAKEOFF A MAN TELEPHONED FSS FOR A WEATHER BRIEFING AND TO FILE AN IFR FLIGHT PLAN. HE TOLD FSS THE PILOT'S NAME WAS J. HAMLETT; A J. HAMLETT WAS NOT ABOARD (IT WAS FOUND LATER THAT HAMLETT WAS THE MAIDEN NAME OF THE WIFE OF THE MAN HIRED TO FLY THE AIRPLANE). TWO MINUTES AFTER TAKEOFF THE PILOT WAS TOLD TO CONTACT DEPARTURE; THE PILOT ACKNOWLEDGED. THIS WAS THE LAST RECORDED RADIO CONTACT. THE AIRPLANE COLLIDED WITH A HILL OBSCURED BY GROUND FOG ABOUT 3 MI EAST OF THE AIRPORT. THE MAN HIRED TO FLY THE AIRPLANE DID NOT POSSESS AN AIRMAN CERTIFICATE; HIS CERTIFICATE WAS REVOKED 2 YEARS PRIOR TO THE ACCIDENT. THE OWNER HAD OBTAINED HIS PRIVATE CERTIFICATE FOR AIRPLANE SINGLE-ENGINE LAND ABOUT 1 MONTH PRIOR TO THE ACCIDENT, AND HAD NOT RECEIVED ANY MULTI-ENGINE INSTRUCTION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE OWNER/PILOT'S POOR JUDGEMENT IN ATTEMPTING AN OPERATION BEYOND HIS EXPERIENCE AND ABILITY, WHICH RESULTED IN HIS FAILURE TO ATTAIN AN ADEQUATE CLIMB PROFILE NECESSARY FOR TERRAIN CLEARANCE. ALSO, THE OWNER/PILOT LACKED INSTRUMENT EXPERIENCE, AND WAS OVERCONFIDENT IN HIS ABILITY. FACTORS IN THE ACCIDENT WERE: THE HILLY TERRAIN AND WEATHER CONDITIONS.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: CLIMB - TO CRUISE

### Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - OBSCURATION
4. (F) WEATHER CONDITION - FOG
5. (C) VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
6. (C) PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
7. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
8. (C) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

## Factual Information

### Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/12/1991
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	75 hours (Total, all aircraft), 10 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N628RJ
Model/Series:	421B 421B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	421B-0028
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	7200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	GTSIO-520H
Registered Owner:	JUDITH REA ENTERPRISES	Rated Power:	375 hp
Operator:	JUDITH REA ENTERPRISES	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MRY, 254 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	1046 PDT	Direction from Accident Site:	280°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Obscured / 300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14° C / 13° C
Precipitation and Obscuration:			
Departure Point:	(MRY)	Type of Flight Plan Filed:	IFR
Destination:	TUCSON, AZ (TUS)	Type of Clearance:	IFR
Departure Time:	1027 PDT	Type of Airspace:	Class D; Class E

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	3 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	RICHARD V CHILDRESS	Report Date:	08/25/1993
Additional Participating Persons:	HAL CACCAMISE; SAN JOSE, CA MIKE GRIMES; LANCASTER, CA WILLIAM WELCH; WICHITA, KS CHARLES MOTE; PALMDALE, 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 <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](#).