



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	TRUCKEE, CA	<b>Accident Number:</b>	LAX93FA112
<b>Date &amp; Time:</b>	02/10/1993, 0815 PST	<b>Registration:</b>	N711LT
<b>Aircraft:</b>	CESSNA 414	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

A CESSNA 414 COLLIDED WITH A TREE IN A MOUNTAINOUS RESIDENTIAL AREA ABOUT 1 MILE FROM THE AIRPORT. INSTRUMENT METEOROLOGICAL CONDITIONS WITH 1/8 MILE VISIBILITY PREVAILED AND AN INSTRUMENT FLIGHT RULES (IFR) FLIGHT PLAN WAS FILED, BUT WAS NOT OPENED. THE AIRPLANE DEPARTED UNDER VISUAL FLIGHT RULES. THE ELEVATION OF THE COLLISION WAS ABOUT 100 FEET HIGHER THAN THE AIRPORT. THE STANDARD INSTRUMENT DEPARTURE PROCEDURES FOR THE AIRPORT PRESCRIBE TAKEOFF MINIMUMS OF 3,500 FOOT CEILING AND 3 MILES VISIBILITY. THE PROCEDURE REQUIRES A MINIMUM CLIMB RATE OF 425 FEET PER NAUTICAL MILE, A RIGHT TURN AFTER TAKEOFF TO INTERCEPT A 002 DEGREE RADIAL OFF A VOR, AND A CLIMB TO A SPECIFIED ALTITUDE. THE AIRMAN'S INFORMATION MANUAL RECOMMENDS THAT PILOTS CLIMB TO 400 FEET AGL BEFORE TURNING WHEN EXECUTING STANDARD INSTRUMENT DEPARTURE UNDER IFR. THE AIRPLANE WAS ALSO DETERMINED TO BE ABOUT 400 POUNDS OVER MAXIMUM GROSS WEIGHT AT THE TIME OF THE TAKEOFF. THE WRECKAGE EXAMINATION DISCLOSED NO EVIDENCE OF ANY PRE EXISTING AIRCRAFT OR ENGINE MALFUNCTIONS OR FAILURES.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE DECISION OF THE PILOT NOT TO FOLLOW INSTRUMENT FLIGHT RULE PROCEDURES DURING INSTRUMENT METEOROLOGICAL CONDITIONS AND POOR PREFLIGHT PLANNING WHICH RESULTED IN OPERATION OF THE AIRPLANE OVER THE MAXIMUM GROSS WEIGHT AND REDUCED PERFORMANCE. FACTORS IN THE ACCIDENT WERE THE FOGGY WEATHER CONDITIONS, AND HIGH TERRAIN.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. OBJECT - TREE(S)
2. (F) WEATHER CONDITION - ICE FOG
3. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
4. (C) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
5. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
6. (F) PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

7. (F) TERRAIN CONDITION - HIGH TERRAIN
8. TERRAIN CONDITION - RESIDENTIAL AREA

## Factual Information

### Pilot Information

Certificate:	Commercial	Age:	51, 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 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/26/1991
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	387 hours (Total, all aircraft), 230 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N711LT
Model/Series:	414 414	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	414-0630
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	01/02/2000, Annual	Certified Max Gross Wt.:	6350 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-J
Registered Owner:	MEANS, GARY L.	Rated Power:	310 hp
Operator:	MEANS, GARY L.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TRK, 5900 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	0825 PST	Direction from Accident Site:	110°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-7° C / -7° C
Precipitation and Obscuration:			
Departure Point:	(TRK)	Type of Flight Plan Filed:	IFR
Destination:	FARMINGTON, NM (FMN)	Type of Clearance:	None
Departure Time:	0815 PST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	4 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	THOMAS H WILCOX	Report Date:	12/03/1993
Additional Participating Persons:	DICK JONES; RENO, NV WILLIAM B WELCH; WICHITA, KS R.S. SCOTT BOYLE; MOBILE, AL STEVEN C MACON; PHOENIX, AZ		
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](#).