



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	AZUSA, CA	<b>Accident Number:</b>	LAX89FA192
<b>Date &amp; Time:</b>	05/10/1989, 1430 PDT	<b>Registration:</b>	N39YV
<b>Aircraft:</b>	BEECH 200	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal

**Flight Conducted Under:** Part 91: General Aviation - Positioning

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## Analysis

BEFORE THE FLT, THE PLTS OF 2 BEECH 200 ACFT EVALUATED WX RPRTS AT A FIXED BASE OPERATION & MADE A COMPUTER WX INQUIRY. THEY DEPARTED SANTA MONICA, CA, ON A POSITIONING FLT TO FARMINGTON, NM, WITHOUT FILING A FLT PLAN. WHILE EN ROUTE, THE LEAD ACFT WAS ABOUT 1 TO 3 MIN AHEAD OF THE 2ND ACFT. THE 2ND PLT RPRTD THEY WERE AT ABOUT 4500 FT MSL AS THEY NEARED MTNS & THE CLOUDS WERE ABOUT 1000 FT ABOVE. AS THEY CONTD EASTWARD IN A VALLEY, THE 2ND PLT HEARD THE LEAD PLT RPRT HE WAS 'GOING UP.' THIS WAS THE LAST KNOWN TRANSMISSION FROM THE LEAD ACFT. THE 2ND PLT CONTINUED HIS FLT IN VMC. TWO DAYS LATER, THE LEAD ACFT WAS FOUND, WHERE IT HAD CRASHED ABOUT 100 FT BELOW THE TOP OF A 7400 FT MTN RIDGE. IMPACT OCCURRED ON A HDG OF ABOUT 030 DEG. THE MTN RIDGE WAS ORIENTED ON HDGS OF 060 & 240 DEG.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER IN-FLIGHT PLANNING/DECISION BY THE PILOT, WHICH RESULTED IN HAS INADVERTENT FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC) AND SUBSEQUENT COLLISION WITH MOUNTAINOUS TERRAIN. THE WEATHER AND TERRAIN CONDITIONS WERE CONSIDERED TO BE RELATED FACTORS.

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE

### Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - HIGH TERRAIN
3. (F) WEATHER CONDITION - CLOUDS
4. (F) WEATHER CONDITION - LOW CEILING
5. (F) WEATHER CONDITION - FOG
6. (C) VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: CLIMB

### Findings

7. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	39, 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>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last Medical Exam:</b>	03/01/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	11500 hours (Total, all aircraft), 125 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	BEECH	<b>Registration:</b>	N39YV
<b>Model/Series:</b>	200 200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	BB-39
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	15
<b>Date/Type of Last Inspection:</b>	05/03/1989, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	12500 lbs
<b>Time Since Last Inspection:</b>	35 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	10267 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	PT6A-41
<b>Registered Owner:</b>	MESA AIRLINES, INC	<b>Rated Power:</b>	1025 hp
<b>Operator:</b>	MESA AIRLINES, INC.	<b>Air Carrier Operating Certificate:</b>	Air Cargo; Commuter Air Carrier (135); On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	MSE

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 7300 ft msl	Observation Time:	0000
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Temperature/Dew Point:	-18° C / -18° C
Lowest Ceiling:	Overcast / 0 ft agl	Visibility	0 Miles
Wind Speed/Gusts, Direction:		Visibility (RVR):	0 ft
Altimeter Setting:		Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	SANTA MONICA, CA (SMO)	Type of Flight Plan Filed:	None
Destination:	FARMINGTON, NM (FMN)	Type of Clearance:	None
Departure Time:	1415 PDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	JAMES A WALL	Adopted Date:	12/10/1990
Additional Participating Persons:	JOHN W GENTRY; RIVERSIDE, CA JERRY STAAB; 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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