



National Transportation Safety Board Aviation Accident Final Report

Location:	SOUTH OF WICKEN, AZ	Accident Number:	LAX82FA275
Date & Time:	07/23/1982, 2050 MST	Registration:	N3642T
Aircraft:	PIPER PA-601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

AT ABOUT 1005 MST THE PLT RECEIVED A WX BRIEFING FOR A FLT TO FLORIDA WITH AN OVERNIGHT STAY IN TEXAS. THUNDERSTORM ACTIVITY WAS FORECAST ALONG THE PROPOSED ROUTE OF FLT. THE BRIEFER ADVISED THE PLT TO GET AN UPDATED BRIEFING BEFORE DEPARTURE BECAUSE OF THE DEVELOPING THUNDERSTORM ACTIVITY & TO USE THE SERVICES OF ENROUTE FLIGHT WATCH OUTLETS IN OBTAINING PIREP INFORMATION. AT 2045 THE PLT CONTACTED PHOENIX TRACON & STATED HIS INTENTION TO LAND AT PHOENIX. THE PLT INDICATED HE WAS IN THE CLOUDS AT 17,500 FT. RADIO & RADAR CONTACT WAS LOST AT 2049. THE WRECKAGE WAS FOUND APPROXIMATELY 28 MI WNW OF LUKE AFB. PORTIONS OF BOTH WINGS WERE LOCATED 3 MI FROM THE WRECKAGE. THE ABOVE WX IS THE 2055 OBSERVATION AT LUKE AFB. THE SHERIFF'S DEPUTY DISPATCHED TO THE SCENE REPORTED STRONG WINDS & HEAVY ELECTRICAL STORMS IN THE AREA. A HELICOPTER PLT ESTIMATED A CEILING OF 1,500 FT OVERCAST.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - CLOUDS
 2. (F) WEATHER CONDITION - LOW CEILING
 3. (F) WEATHER CONDITION - THUNDERSTORM
 4. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 5. (F) IN-FLIGHT WEATHER ADVISORIES - NOT OBTAINED - PILOT IN COMMAND
 6. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CRUISE - NORMAL

Findings

7. (F) LIGHT CONDITION - DARK NIGHT
 8. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 9. (C) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
 10. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
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Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: DESCENT - UNCONTROLLED

Findings

11. (C) WING - OVERLOAD
 12. (C) WING - FAILURE, TOTAL
 13. (C) WING - SEPARATION
 14. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/16/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	311 hours (Total, all aircraft), 49 hours (Total, this make and model), 164 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3642T
Model/Series:	PA-601P PA-601P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	61P827816343
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Reciprocating
Airframe Total Time:	39 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-540-S1A5
Registered Owner:	ROBERT J. MCCLURE	Rated Power:	290 hp
Operator:	ROBERT J. MCCLURE	Operating Certificate(s) Held:	

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:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 8000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	85° C / 0° C
Precipitation and Obscuration:			
Departure Point:	TORRANCE, CA (C)	Type of Flight Plan Filed:	None
Destination:	PHOENIX, AZ (AI)	Type of Clearance:	Traffic Advisory
Departure Time:	1916	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Report Date:	07/23/1983
Additional Participating Persons:		
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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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](#).