



National Transportation Safety Board Aviation Accident Final Report

Location:	BAKER, CA	Accident Number:	LAX84FA328
Date & Time:	06/02/1984, 0000 PDT	Registration:	N6GW
Aircraft:	PIPER PA-31-350	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation -

Analysis

THE ACFT WAS FOUND WHERE IT HAD CRASHED & BURNED ON A ROUGH LAVA BED. THE CRASH SITE WAS ABOUT 1 MI NORTHEAST OF A ROAD WHERE DRUG SMUGGLING ACFT HAD BEEN KNOWN TO LAND IN THE PAST. THERE WAS EVIDENCE THAT COCAINE HAD BEEN REMOVED FROM THE ACCIDENT SITE. THE WRECKAGE HAD BEEN CAMOUFLAGED BY PLACING LAVA ROCKS ON THE SHINY PIECES OF METAL. THERE WAS EVIDENCE THAT THE PLANE HAD CRASHED IN A LEFT WING LOW ATTITUDE WHILE IN A LANDING CONFIGURATION. NO PREIMPACT/MECHANICAL PART FAILURE OR MALFUNCTION WAS FOUND. THE ELEVATION OF THE CRASH SITE WAS ABOUT 2930 FT. THE ACFT WRECKAGE WAS DISCOVERED ON 6/2/84. THE ACTUAL TIME OF THE ACCIDENT WAS NOT DETERMINED.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: UNKNOWN

Findings

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - ROUGH/UNEVEN
3. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	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:	No
Medical Certification:	Class 2 Expired	Last FAA Medical Exam:	01/15/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2400 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6GW
Model/Series:	PA-31-350 PA-31-350	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31-7405139
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	TIO-540-J2BD
Registered Owner:		Rated Power:	350 hp
Operator:	UNKNOWN	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Not Reported
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	0 Miles
Lowest Ceiling:	Unknown / 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:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

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:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	M J PYATT	Report Date:	
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/ .		

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](#).