



National Transportation Safety Board Aviation Accident Final Report

Location:	DESERT CENTER, CA	Accident Number:	LAX88FA065
Date & Time:	10/31/1987, 1330 PST	Registration:	N25MR
Aircraft:	BRITTEN-NORMAN BN2A-26	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

THE PLT WAS HIRED TO FERRY AN ISLANDER FROM EL PASO, TX TO SANTA PAULA, CA. HE REPRESENTED HIMSELF TO THE FERRY COMPANY AS BEING AN EXPERIENCED ISLANDER PLT. NO PREVIOUS ISLANDER FLT TIME WAS FOUND IN THE PILOT'S LOGBOOK. IT WAS THE PLT'S 40TH BIRTHDAY & HE WAS ANXIOUS TO COMPLETE THE FLT. HE NEITHER FILED FLT PLANS NOR HAD CURRENT CHARTS. APPROACHING THE CHIRIACO SUMMIT AREA ALONG I-10 THE TERRAIN ROSE AND A GROUND-BASED WITNESS REPORTED CLDS WERE LOW. THE PLT CONTINUED THE WESTBND FLT. EVIDENCE INDICATED AN OVERSTRESSED ACFT AND AN IN-FLT BREAKUP.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: MANEUVERING

Findings

1. (F) WEATHER CONDITION - LOW CEILING
 2. TERRAIN CONDITION - RISING
 3. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND
 5. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 6. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 7. WING - SEPARATION
 8. FLIGHT CONTROL SURFACES/ATTACHMENTS - SEPARATION
-

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Flight Engineer	Age:	40, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/20/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft), 3 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BRITTEN-NORMAN	Registration:	N25MR
Model/Series:	BN2A-26 BN2A-26	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	881
Landing Gear Type:	Tricycle	Seats:	8
Date/Type of Last Inspection:	05/19/1987, Annual	Certified Max Gross Wt.:	6200 lbs
Time Since Last Inspection:	7 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1119 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-E4C5
Registered Owner:	ONYX AVIATION, INC.	Rated Power:	260 hp
Operator:	SOUTHERN CROSS AVIATION, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
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:	Overcast / 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:	EL PASO, TX	Type of Flight Plan Filed:	None
Destination:	SANTA PAULA, CA	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:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WAYNE R POLLACK	Report Date:	07/03/1989
Additional Participating Persons:	JIM GREENE; RIVERSIDE, 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 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](#).