



National Transportation Safety Board Aviation Accident Final Report

Location:	ASHLAND, OR	Accident Number:	SEA87FA149
Date & Time:	07/22/1987, 1230 PDT	Registration:	N2794B
Aircraft:	AERO COMMANDER 560-A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE NON-INSTRUMENT RATED PILOT TOOK OFF IN OVERCAST WEATHER CONDITIONS AND FLEW TOWARD A MOUNTAIN PASS THAT WAS OBSCURED IN CLOUDS. WHEN THE FLIGHT FAILED TO ARRIVE AT THE DESTINATION, A SEARCH WAS INITIATED AND THE WRECKAGE LOCATED IN A BOX CANYON ON THE SIDE OF A MOUNTAIN RIDGELINE. THE AIRCRAFT HAD IMPACTED IN A VERTICAL NOSE DOWN ATTITUDE.

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: MANEUVERING

Findings

1. (F) WEATHER CONDITION - OBSCURATION
2. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. (F) TERRAIN CONDITION - RISING

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

Findings

6. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
7. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Expired	Last FAA Medical Exam:	11/26/1984
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	923 hours (Total, all aircraft), 206 hours (Total, this make and model), 830 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERO COMMANDER	Registration:	N2794B
Model/Series:	560-A 560-A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	294
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	10/01/1986, Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	27 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2179 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	GO-480-D1A
Registered Owner:	JESS LEE TERRY	Rated Power:	275 hp
Operator:	JESS LEE TERRY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MFR, 1330 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	1151 PDT	Direction from Accident Site:	325°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	20 Miles
Lowest Ceiling:	Overcast / 4500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17° C / 12° C
Precipitation and Obscuration:			
Departure Point:	MEDFORD, OR (MFR)	Type of Flight Plan Filed:	None
Destination:	SAN DIEGO, CA (SDM)	Type of Clearance:	None
Departure Time:	1208 PDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PRENTISS E MANGUM	Report Date:	10/07/1988
Additional Participating Persons:	JAMES LAIRD; HILLSBORO, OR		
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](#).