



National Transportation Safety Board Aviation Accident Final Report

Location:	RAMONA, CA	Accident Number:	LAX89FA268
Date & Time:	08/08/1989, 0520 PDT	Registration:	N6067Z
Aircraft:	PIPER PA-601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE INSTRUMENT RATED PILOT TOOK OFF FROM HIS HOME, UNCONTROLLED AIRPORT, FOR A FLIGHT UNDER VISUAL FLIGHT RULES TO A DISTANT AIRPORT. A GROUND WITNESS STATED THAT INSTRUMENT METEOROLOGICAL CONDITIONS EXISTED AT THE AIRPORT OF DEPARTURE AT THE TIME OF THE TAKEOFF. THE PILOT INADVERTENTLY ENTERED INSTRUMENT METEOROLOGICAL CONDITIONS, BEGAN AN UNCONTROLLED DESCENT, AND COLLIDED WITH THE TERRAIN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S VFR FLIGHT IN INSTRUMENT METEOROLOGICAL CONDITIONS (IMC) AND SPATIAL DISORIENTATION, WHICH RESULTED IN AN INADVERTENT DESCENT INTO THE GROUND. FACTORS RELATED TO THE ACCIDENT WERE: DARKNESS, LOW CEILING, AND THE PILOT'S LACK OF A PREFLIGHT WEATHER BRIEFING.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
 2. (F) LIGHT CONDITION - DARK NIGHT
 3. (F) WEATHER CONDITION - LOW CEILING
 4. (C) VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

5. (C) DESCENT - INADVERTENT - PILOT IN COMMAND
6. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/25/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1843 hours (Total, all aircraft), 222 hours (Total, this make and model), 1789 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6067Z
Model/Series:	PA-601P PA-601P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	61P06660
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	05/19/1989, Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	31 Hours	Engines:	2 Reciprocating
Airframe Total Time:	878 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-S1A5
Registered Owner:	ROBERT L. BLUNT	Rated Power:	290 hp
Operator:	ROBERT L. BLUNT	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument 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:	Partial Obscuration / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	(L39)	Type of Flight Plan Filed:	None
Destination:	SALT LAKE CITY, UT (SLC)	Type of Clearance:	None
Departure Time:	0520 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	Report Date:	09/09/1992
Additional Participating Persons:	ROBERT GRISCOM; SAN DIEGO, CA TIM HARDEE; VERO BEACH, FL CHARLES LITTLE; WILLIAMSPORT, PA ROGER STALLKAMP; PIQUA, OH		
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](#).