



National Transportation Safety Board Aviation Accident Final Report

Location:	AZUSA, CA	Accident Number:	LAX89FA192
Date & Time:	05/10/1989, 1430 PDT	Registration:	N39YV
Aircraft:	BEECH 200	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

BEFORE THE FLT, THE PLTS OF 2 BEECH 200 ACFT EVALUATED WX RPRTS AT A FIXED BASE OPERATION & MADE A COMPUTER WX INQUIRY. THEY DEPARTED SANTA MONICA, CA, ON A POSITIONING FLT TO FARMINGTON, NM, WITHOUT FILING A FLT PLAN. WHILE EN ROUTE, THE LEAD ACFT WAS ABOUT 1 TO 3 MIN AHEAD OF THE 2ND ACFT. THE 2ND PLT RPRTD THEY WERE AT ABOUT 4500 FT MSL AS THEY NEARED MTNS & THE CLOUDS WERE ABOUT 1000 FT ABOVE. AS THEY CONTD EASTWARD IN A VALLEY, THE 2ND PLT HEARD THE LEAD PLT RPRT HE WAS 'GOING UP.' THIS WAS THE LAST KNOWN TRANSMISSION FROM THE LEAD ACFT. THE 2ND PLT CONTINUED HIS FLT IN VMC. TWO DAYS LATER, THE LEAD ACFT WAS FOUND, WHERE IT HAD CRASHED ABOUT 100 FT BELOW THE TOP OF A 7400 FT MTN RIDGE. IMPACT OCCURRED ON A HDG OF ABOUT 030 DEG. THE MTN RIDGE WAS ORIENTED ON HDGS OF 060 & 240 DEG.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER IN-FLIGHT PLANNING/DECISION BY THE PILOT, WHICH RESULTED IN HAS INADVERTENT FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC) AND SUBSEQUENT COLLISION WITH MOUNTAINOUS TERRAIN. THE WEATHER AND TERRAIN CONDITIONS WERE CONSIDERED TO BE RELATED FACTORS.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - HIGH TERRAIN
3. (F) WEATHER CONDITION - CLOUDS
4. (F) WEATHER CONDITION - LOW CEILING
5. (F) WEATHER CONDITION - FOG
6. (C) VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: CLIMB

Findings

7. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	39, 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):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/01/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	11500 hours (Total, all aircraft), 125 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N39YV
Model/Series:	200 200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BB-39
Landing Gear Type:	Retractable - Tricycle	Seats:	15
Date/Type of Last Inspection:	05/03/1989, Continuous Airworthiness	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	35 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	10267 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	PT6A-41
Registered Owner:	MESA AIRLINES, INC	Rated Power:	1025 hp
Operator:	MESA AIRLINES, INC.	Operating Certificate(s) Held:	Air Cargo; Commuter Air Carrier (135); On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	MSE

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 7300 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:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	SANTA MONICA, CA (SMO)	Type of Flight Plan Filed:	None
Destination:	FARMINGTON, NM (FMN)	Type of Clearance:	None
Departure Time:	1415 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:	12/10/1990
Additional Participating Persons:	JOHN W GENTRY; RIVERSIDE, CA JERRY STAAB; WICHITA, KS		
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 pubinq@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](#).