



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BAKERSFIELD, CA	<b>Accident Number:</b>	LAX90FA084
<b>Date &amp; Time:</b>	02/06/1990, 1548 PST	<b>Registration:</b>	N8888M
<b>Aircraft:</b>	PIPER PA-46-350P	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

BFR TKOF, PLT WAS ADZ OF IFR CONDS ALONG 1ST PART OF ROUTE, WITH FLT PRCTNS FOR OCNL MOD TURBC BLO 15,000' & MIXED ICG FM FRZG LVL (6000') TO 18,000'. HE FILED IFR FLT PLAN WITH CRUISE ALT OF 11,000'. DRG DEP, PLT WAS CLRD TO CLIMB TO 9000' & TOLD TO EXPECT CLNC TO 11,000', 5 MIN LTR. RADAR DATA SHOWED, ACFT CLIMBED AT ABT 1500'/MIN & 100 KTS, SLOWING SLIGHTLY ABV 8000'. AT ABT 9000', ACFT STARTED TO LVL & ACCELERATE. IT THEN CLIMBED MOMENTARILY, DEVIATED LATERALLY FM COURSE & ENTERED STEEP DSCNT. IN-FLT BREAKUP OCCURRED & WRECKAGE WAS SCATTERED OVR 4100' AREA. TRAJECTORY STUDY SHOWED BREAKUP OCCURRED BTN 4500' & 6500' AS ACFT WAS IN STEEP DSCNT IN EXCESS OF 266 KTS. METALLURGICAL EXAM OF WINGS & STABILIZERS REVEALED FEATURES TYPICAL OF OVERSTRESS SEPN; NO PREEXISTING CRACKS OR DEFECTS WERE FND. THE ACFT WAS RECENTLY PURCHASED. PLT'S SON INDCD PRINCIPAL PRBLM WAS 'TWENTY YEAR LEAP IN TECHNOLOGY' FM PREVIOUSLY OWNED PA-24, THAT PLT HAD DIFFICULTY WITH AVIONICS & FLT DRCTR/AUTOPLT, & THAT HE LACKED DETAIL TRNG IN AUTOPLT EMERGENCIES. (SEE:NTSB/SIR-92/03)

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ACTIVATE THE PITOT HEAT BEFORE FLYING AT AND ABOVE THE FREEZING LEVEL IN INSTRUMENT METEOROLOGICAL CONDITIONS (IMC), FOLLOWED BY HIS IMPROPER RESPONSE TO ERRONEOUS AIRSPEED INDICATIONS THAT RESULTED FROM BLOCKAGE OF THE PITOT TUBE BY ATMOSPHERIC ICING. CONTRIBUTING TO THE ACCIDENT WAS SPATIAL DISORIENTATION OF THE PILOT.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE

### Findings

1. CLIMB - PERFORMED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - ICING CONDITIONS
3. (C) PITOT/STATIC SYSTEM - ICE
4. (C) ANTI-ICE/DEICE SYSTEM - NOT USED - PILOT IN COMMAND
5. (C) FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - FALSE INDICATION
6. LEVEL OFF - INITIATED - PILOT IN COMMAND
7. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. (F) SPATIAL DISORIENTATION - PILOT IN COMMAND

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Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

9. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
10. STABILIZER - OVERLOAD
11. STABILIZER - SEPARATION
12. WING - OVERLOAD
13. WING - SEPARATION

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

Certificate:	Private	Age:	74, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8155 hours (Total, all aircraft), 51 hours (Total, this make and model), 8006 hours (Pilot In Command, all aircraft), 64 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8888M
Model/Series:	PA-46-350P PA-46-350P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	46-22091
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	12/08/1989, Annual	Certified Max Gross Wt.:	4318 lbs
Time Since Last Inspection:	62 Hours	Engines:	1 Reciprocating
Airframe Total Time:	62 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	TIO-540-AE2A
Registered Owner:	HAGAR FAMILY TRUST	Rated Power:	350 hp
Operator:	JAMES W. HAGER	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	BFL, 507 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1550 PST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 3700 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 6000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	9° C / 6° C
Precipitation and Obscuration:			
Departure Point:	PORTERVILLE, CA (PTV)	Type of Flight Plan Filed:	IFR
Destination:	REDLANDS, CA (L12)	Type of Clearance:	IFR
Departure Time:	1535 PST	Type of Airspace:	Class E

## 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):	JEFF RICH	Report Date:	03/05/1993
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).