



Aviation Investigation Final Report

Location:	SAN DIEGO, California	Accident Number:	LAX91FA132
Date & Time:	March 16, 1991, 01:43 Local	Registration:	N831LC
Aircraft:	Hawker Siddeley DH.125-1A/522	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	10 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER FLYING PSNL OF ENTERTAINMENT GROUP TO LINDBERGH FLD, ACFT WAS PSND TO NRBY BROWN FLD, SINCE LATE DEP WAS PLANNED AFTER NOISE CURFEW WAS IN EFFECT AT LINDBERGH. PLT TALKED WITH FSS SPECIALIST (SPLST) 3 TIMES BFR TKOF. HE RPRTD HE DID NOT HAVE INST DEP PROC FM ARPT. SPLST READ DEP PROC ON PHONE. ON LAST CALL TO FSS, PLT SAID HE PLANNED TO DEP VFR TWD NE & OBTAIN IFR CLNC AFTER AIRBORNE. (THIS RTE WAS TWD MTS.) DRG CALL, PLT EXPRESSED CONCERN ABT REMAINING CLR OF TCA & INQUIRED ABT STAYING BLO 3000'. SPLST AGREED WITH PLTS CONCERNS, BUT AFTER ACDNT, SPLST SAID HE THOUGHT PLT WAS REFERRING TO 3000' AGL, RATHER THAN 3000' MSL. PLT HAD FILED TO TKOF AT MIDNIGHT, BUT DIDN'T GET AIRBORNE UNTIL 0141 PST. SINCE FLT WAS OVR 1.5 HRS LATE, IFR FLT PLAN HAD 'CLOCKED OUT.' AS CTLR WAS REENTERING FLT PLAN IN COMPUTER, ACFT HIT RISING TRRN NR TOP OF MTN, ABT 8 MI NE OF ARPT AT ELEV OF ABT 3300'. NO DEFICIENCIES WERE FND WITH ACFT OR ITS ENGS. COPLT HAD NO TYPE RATING FOR THIS ACFT, THO HE RPRTDLY HAD MADE 3 TKOFS & LNDGS IN HAWKER-SIDDELEY DH.125.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER PLANNING/DECISION BY THE PILOT, THE PILOT'S FAILURE TO MAINTAIN PROPER ALTITUDE AND CLEARANCE OVER MOUNTAINOUS TERRAIN, AND THE COPILOT'S FAILURE TO ADEQUATELY MONITOR THE PROGRESS OF THE FLIGHT. FACTORS RELATED TO THE ACCIDENT WERE: INSUFFICIENT TERRAIN INFORMATION PROVIDED BY THE FLIGHT SERVICE SPECIALIST DURING THE PREFLIGHT BRIEFING AFTER THE PILOT INQUIRED ABOUT A LOW ALTITUDE DEPARTURE, DARKNESS, MOUNTAINOUS TERRAIN, BOTH PILOT'S LACK OF FAMILIARITY WITH THE GEOGRAPHICAL AREA, AND THE COPILOT'S LACK OF FAMILIARITY

WITH THE AIRCRAFT.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) PREFLIGHT BRIEFING SERVICE - INFORMATION INSUFFICIENT - ATC PERSONNEL(FSS)
3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
7. (C) MONITORING - INADEQUATE - COPILOT/SECOND PILOT
8. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - COPILOT/SECOND PILOT
9. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT/SECOND PILOT

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	43, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 2, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	15000 hours (Total, all aircraft), 150 hours (Total, this make and model), 14000 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hawker Siddeley	Registration:	N831LC
Model/Series:	DH.125-1A/522 DH.125-1A/	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	25095
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	21200 lbs
Time Since Last Inspection:		Engines:	2 Turbo jet
Airframe Total Time:		Engine Manufacturer:	Rolls-Royce
ELT:	Installed, not activated	Engine Model/Series:	VIPER 522
Registered Owner:		Rated Power:	3330 Lbs thrust
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3800 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	AMARILLO , TX (AMA)	Type of Clearance:	None
Departure Time:	01:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	BROWN FIELD MUNI SDM	Runway Surface Type:	Asphalt
Airport Elevation:	524 ft msl	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	7999 ft / 200 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	8 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	10 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Childress, Richard

Additional Participating Persons: DON ELAM; WASHINGTON , DC
PATTI MADISON; SAN DIEGO , CA
JIM MCCLURE; LOS ANGELES , CA
NICK ALLFREE; LOS ANGELES , CA

Original Publish Date: September 11, 1992

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=26986>

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](#).