

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594  
AIRCRAFT ACCIDENT/INCIDENT REPORT  
BRIEF FORMAT  
U.S. CIVIL AVIATION

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1834	6/7/77 TIME - 2340	RIVERSIDE, CA	CESSNA 177RG N1599H DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 49, 781 TOTAL HOURS, 472 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - RIVERSIDE			INTENDED DESTINATION		PHASE OF OPERATION	
DEPARTURE POINT RIVERSIDE, CA			BLYTHE, CA		IN FLIGHT: UNCONTROLLED DESCENT	
TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED						
PROBABLE CAUSE(S)						
PILOT IN COMMAND - SPATIAL DISORIENTATION						
FACTOR(S)						
WEATHER - OBSTRUCTIONS TO VISION						
WEATHER BRIEFING - UNKNOWN/NOT REPORTED						
SKY CONDITION						
PARTIAL OBSCURATION						
VISIBILITY AT ACCIDENT SITE						
4 MILES OR LESS						
OBSTRUCTIONS TO VISION AT ACCIDENT SITE						
HAZE						
WIND VELOCITY-KNOTS						
5						
TYPE OF FLIGHT PLAN						
NONE						
CEILING AT ACCIDENT SITE						
UNKNOWN/NOT REPORTED						
PRECIPITATION AT ACCIDENT SITE						
NONE						
WIND DIRECTION-DEGREES						
260						
TYPE OF WEATHER CONDITIONS						
VFR						

NATIONAL TRANSPORTATION SAFETY BOARD  
ACCIDENT FILE CONTENTS

PAGE 1 OF 1 PAGES

TRANSPORTATION MODE    ☒ AVIATION    ☐ HIGHWAY    ☐ PIPELINE  
                                 ☐ INTERMODAL    ☐ MARINE    ☐ RAILROAD

NTSB FILE NO. 5  
LAX 77-F-A050

IDENTIFICATION OF ACCIDENT    Riverside, California  
   06-07-77  
   Cessna 177RG, N-1599H

ITEM NO.	DESCRIPTION OF ITEM	NO. OF PAGES		
		DOC.	B&W PHOTO	COLOR PHOTO
1.	Factual Aircraft Accident Report - General Aviation, NTSB Form 6120.4 <i>Report &amp; Sketches</i>	9		
2.	Witness Statements			
	A. Kenneth W. Hart	1		
	B. Robert M. Skilling	1		
	C. James Clayton	1		
	D. Scott Bovee	2		
	E. Joe Sheble II	1		
	F. Walter D. Pratt	1		
	G. Merwyn R. Emmett	2		
3.	Copy of the Riverside County Coroner's Investigation Report, File No. 38817 dated 07-13-77	5		
4.	Toxicological Report for LaVell F. Hancock, submitted by County of Riverside Coroner's Office	2		
5.	Release of Aircraft Wreckage, NTSB Form 6120.15	1		
6.	Photographs and Negatives (10 each)			5
25	<i>color</i> <i>588</i>			
TOTAL NUMBER OF PAGES		26		5

<b>NATIONAL TRANSPORTATION SAFETY BOARD</b> <b>FACTUAL AIRCRAFT ACCIDENT REPORT</b> - GENERAL AVIATION -				NTSB FORM 6120.1 SUBMITTED <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES		NTSB ACCIDENT REPORT NO. <b>LAX 77-F-A050</b>		
DISTANCE AND DIRECTION FROM NEAREST CITY OR PLACE, STATE <b>Riverside, California</b>				REGISTRATION MARK <b>N1599H</b>		DATE OF ACCIDENT <b>6-7-77</b>		
				ELEVATION <b>816' MSL</b>		TIME (Local) <b>2340</b>		TIME ZONE <b>PDT</b>
<b>Part A - WHEN ACCIDENT OCCURRED DURING APPROACH TO OR DEPARTURE FROM AN AIRPORT—COMPLETE FOLLOWING:</b>								
AIRPORT NAME <b>Riverside</b>		RUNWAY IN USE DIRECTION: <b>09-270</b> ° MAG. LENGTH: <b>5400</b> FT.		ON AIRPORT <input checked="" type="checkbox"/> <input type="checkbox"/> OFF AIRPORT		FROM AIRPORT DEGREES: _____ MILES: _____		
						RUNWAY SURFACE TYPE: <b>Asphalt</b> CONDITION: <b>Good</b>		
<b>Part B - AIRCRAFT DATA</b>								
AIRCRAFT MAKE AND MODEL <b>Cessna 177RG</b>		SERIAL NO. <b>177RG0773</b>		AIRCRAFT TOTAL TIME <b>561.0</b>		DATE LAST ANNUAL OR PROGRESSIVE INSP. <b>2-2-77</b>		
						TIME SINCE ANNUAL OR PROGRESSIVE INSP. <b>132</b>		
ENGINE MAKE AND MODEL <b>Lycoming IO-360AIB6D</b>		ENGINE TOTAL TIME/TIME SINCE O.H. NO. 1 <b>561.0</b> / NO. 2 <b>N/A</b> / <b>N/A</b>				TIME SINCE LAST 100 HOUR INSPECTION <b>N/A</b>		
NAME AND ADDRESS OF OWNER OR OPERATOR <b>LaVell F. Hancock</b> <b>229E Hobsonway, Blythe, California 92225</b>					CATEGORY OF AIRWORTHINESS CERTIFICATE <b>Standard</b>			
PURPOSE AND TYPE OF OPERATION (Check all applicable boxes)								
<input type="checkbox"/> LOCAL <input type="checkbox"/> SCHEDULE <input type="checkbox"/> PASSENGER <input type="checkbox"/> PRACTICE <input type="checkbox"/> _____ <input checked="" type="checkbox"/> PLEASURE <input type="checkbox"/> MAIL <input type="checkbox"/> BUSINESS <input type="checkbox"/> INSTRUCTIONAL <input type="checkbox"/> AIR TAXI <input type="checkbox"/> CARGO <input type="checkbox"/> CORP./EXEC. <input type="checkbox"/> AERIAL APPLICATION								
<b>Part C - PILOT-IN-COMMAND DATA</b>								
NAME AND ADDRESS <b>LaVell F. Hancock</b> <b>229 East Hobsonway</b> <b>Blythe, California 92225</b>				SEAT OCCUPIED <b>Left front</b>		PILOT CERTIFICATE NO. <b>1639174</b>		
				DEGREE OF INJURY <b>Fatal</b>		SOCIAL SECURITY NO. <b>529-307191</b>		
				OCCUPATION <b>Insurance Salesman</b>		NATIONALITY <b>U.S.A.</b>		
<input type="checkbox"/> AIRLINE TRANSPORT <input type="checkbox"/> AIRPLANE <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> HELICOPTER <input type="checkbox"/> FLT. INSTRUCTOR <input type="checkbox"/> ROTORCRAFT <input checked="" type="checkbox"/> PRIVATE <input type="checkbox"/> GYROPLANE <input type="checkbox"/> STUDENT <input type="checkbox"/> GLIDER <input type="checkbox"/> OTHER <input type="checkbox"/> INSTRUMENT  <input type="checkbox"/> MULTI-ENGINE: LAND <input type="checkbox"/> SEA <input type="checkbox"/> <input checked="" type="checkbox"/> SINGLE-ENGINE: LAND <input checked="" type="checkbox"/> SEA <input type="checkbox"/>				TYPE RATINGS OR STUDENT ENDORSEMENTS  AUTOPSY <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES  TOXICOLOGY <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES		MEDICAL CERTIFICATE DATE OF ISSUE <b>5-31-77</b> CLASS <b>3rd</b> LIMITATIONS/WAIVERS <b>Holder must wear glasses while exercising the privilege of his airman certificate</b> DATE OF BIRTH <b>12-27-27</b>		
PILOT TIME		LAST 24 HOURS		LAST 90 DAYS		TOTAL TO DATE		
		DUAL	PIC	DUAL	PIC	DUAL	PIC	TOTAL
1. THIS MAKE AND MODEL			<b>2.0</b>		<b>14.0</b>	<b>N/O</b>	<b>N/O</b>	<b>472.5</b>
2. NIGHT (All Models)						<b>10.0</b>	<b>103.0</b>	<b>113.0</b>
3. DAY (All Models)			<b>2.0</b>		<b>14.0</b>	<b>42.0</b>	<b>625.5</b>	<b>667.5</b>
4. INSTRUMENTS ACTUAL SIMULATED								
SOURCE OF TIME <input checked="" type="checkbox"/> PILOT FLIGHT TIME Log <input type="checkbox"/> PILOT/OPERATOR EST. <input type="checkbox"/> FAA RECORDS <input type="checkbox"/> OTHER (Specify)		5. SINGLE ENG. FIXED WING				<b>52.0</b>	<b>728.5</b>	<b>780.5</b>
		6. MULTI-ENG. FIXED WING						
		7. GLIDER						
		8. ROTORCRAFT						
		9. OTHER:						
		TOTAL FLIGHT TIME (5, 6, 7, 8, 9)				<b>52.0</b>	<b>728.5</b>	<b>780.5</b>

Part D - SECOND PILOT DATA									
NAME AND ADDRESS				SEAT OCCUPIED		PILOT CERTIFICATE NO.			
				DEGREE OF INJURY		SOCIAL SECURITY NO.			
				OCCUPATION		NATIONALITY			
<input type="checkbox"/> AIRLINE TRANSPORT <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> FLT. INSTRUCTOR <input type="checkbox"/> PRIVATE <input type="checkbox"/> STUDENT <input type="checkbox"/> OTHER		<input type="checkbox"/> AIRPLANE <input type="checkbox"/> HELICOPTER <input type="checkbox"/> ROTORCRAFT <input type="checkbox"/> GYROPLANE <input type="checkbox"/> GLIDER <input type="checkbox"/> INSTRUMENT		TYPE RATINGS OR STUDENT ENDORSEMENTS		MEDICAL CERTIFICATE			
				AUTOPSY <input type="checkbox"/> NO <input type="checkbox"/> YES		DATE OF ISSUE		CLASS	
<input type="checkbox"/> MULTI-ENGINE: LAND <input type="checkbox"/> SEA <input type="checkbox"/> SINGLE-ENGINE: LAND <input type="checkbox"/> SEA				TOXICOLOGY <input type="checkbox"/> NO <input type="checkbox"/> YES		LIMITATIONS/WAIVERS			
						DATE OF BIRTH			
PILOT TIME		LAST 24 HOURS		LAST 90 DAYS		TOTAL TO DATE			
		DUAL	PIC	DUAL	PIC	DUAL	PIC	TOTAL	
1. THIS MAKE AND MODEL									
2. NIGHT (All Models)									
3. DAY (All Models)									
4. INSTRUCTIONS	ACTUAL								
	SIMULATED								
SOURCE OF TIME <input type="checkbox"/> PILOT FLIGHT TIME <input type="checkbox"/> PILOT/OPERATOR EST. <input type="checkbox"/> FAA RECORDS <input type="checkbox"/> OTHER (Specify)		5. SINGLE ENG. FIXED WING							
		6. MULTI-ENG. FIXED WING							
		7. GLIDER							
		8. ROTORCRAFT							
		9. OTHER:							
		TOTAL FLIGHT TIME ( 5, 6, 7, 8, 9 )							
Part E - OTHER PERSONNEL									
NAME	ADDRESS (CITY AND STATE)	Other Crew	Pass- enger	Non- occu- pant	DEGREE OF INJURY				
					Fatal	Seri- ous	Minor	None	
Carolyn Jane Hancock	229 East Hobsonway Blythe, California		X		X				
IF ADDITIONAL SPACE IS NEEDED - ATTACH SUPPLEMENTAL SHEET									
Part F - IF COLLISION WITH OTHER AIRCRAFT - SUPPLY THE FOLLOWING ON THE OTHER AIRCRAFT									
MAKE AND MODEL	REGISTRATION MARK	DAMAGE							
	N	<input type="checkbox"/> DEMOLISHED <input type="checkbox"/> SUBSTANTIAL <input type="checkbox"/> MINOR <input type="checkbox"/> NONE							

Part G - WEATHER AT TIME AND PLACE OF ACCIDENT			
SOURCE OF INFORMATION <b>FAA Riverside Tower at 2245 PDT</b>	SKY COVER <input type="checkbox"/> CLEAR <input type="checkbox"/> CEILING _____ FT. <input checked="" type="checkbox"/> OTHER <u>Light obscuration</u> FT.	WIND FROM <u>260°</u> TRUE DIRECTION VELOCITY <u>5</u> KTS., GUSTS _____ KTS. LIGHT & VARIABLE <input type="checkbox"/>	
TURBULENCE <input checked="" type="checkbox"/> NONE <input type="checkbox"/> LIGHT <input type="checkbox"/> MODERATE <input type="checkbox"/> SEVERE <input type="checkbox"/> EXTREME	LIGHT CONDITIONS <input type="checkbox"/> DAWN / DUSK <input type="checkbox"/> BRIGHT NIGHT <input type="checkbox"/> DAYLIGHT <input checked="" type="checkbox"/> DARK NIGHT	VISIBILITY  <b>4 MILES</b>	ALTIMETER SET.  <b>29.87 HG.</b>
WEATHER CONDITIONS AND VISIBILITY RESTRICTIONS <input type="checkbox"/> FOG <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> SLEET <input type="checkbox"/> FREEZING <input type="checkbox"/> THUNDERSTORMS <input checked="" type="checkbox"/> HAZE <input type="checkbox"/> HAIL <input checked="" type="checkbox"/> SMOKE <input type="checkbox"/> DUST RAIN <input type="checkbox"/> ICING CONDITIONS		TEMPERATURE  <b>N/O °F</b>	DEW POINT  <b>N/O °F</b>
Part H - FLIGHT PLAN INFORMATION			
DEPARTURE POINT <b>Riverside Airport</b>	DATE AND TIME OF DEPARTURE <b>6-7-77, about 2338 PDT</b>	DESTINATION <b>Blythe, Calif.</b>	ETA (If any) <b>N/O</b>
INTERMEDIATE POINTS OF LANDING <b>Unknown</b>	SERVICE PRIOR TO LAST TAKEOFF <b>Full tanks at Blythe, CA, on 6-4-77</b>	FUEL ON BOARD LAST TAKEOFF <b>Unknown GALS / LBS 100/130 GRADE</b>	
FLIGHT PLAN FILED: <input checked="" type="checkbox"/> NONE <input type="checkbox"/> VFR <input type="checkbox"/> IFR <input type="checkbox"/> SPECIAL VFR <input type="checkbox"/> OTHER:			
DESCRIBE WEATHER BRIEFINGS OBTAINED (From whom, when, where and how received) AND ENROUTE WEATHER REPORTS REC'D.  <div style="text-align: center; padding: 20px;">Not obtainable</div>			
Part I - COMPONENT/SYSTEM FUNCTIONAL FAILURE			
<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES (If "Yes", give part name, mfr., part no., serial no., etc.)		TIME ON PART TOTAL      SINCE OVERHAUL	
Part J - AIRCRAFT AND GROUND DAMAGE			
DEGREE OF AIRCRAFT DAMAGE <input checked="" type="checkbox"/> DEMOLISHED <input type="checkbox"/> SUBSTANTIAL <input type="checkbox"/> MINOR <input type="checkbox"/> NONE		FIRE <input checked="" type="checkbox"/> NO <input type="checkbox"/> IN FLIGHT <input type="checkbox"/> YES <input type="checkbox"/> ON GROUND	
DESCRIBE GROUND DAMAGE (If any)  <div style="text-align: center; padding: 20px;">One large tree, a wire fence and one telephone line</div>			

**Part K – AIRPLANE WRECKAGE EXAMINATION**  
**IF WRECKAGE WAS MOVED PRIOR TO EXAMINATION – PROVIDE DETAILS IN NARRATIVE**

<b>COMPONENT DAMAGE</b> I-IMPACT      F-FIRE D-DEMOLISHED    S-SUBSTANTIAL M-MINOR        N-NONE			<b>TYPE OF LANDING GEAR</b> Folding Tricycle Wheels		<b>FUEL SELECTOR POSITIONS</b> On Both		<b>VACUUM SELECTOR POSITION</b> N/O	
PROPELLER	NO. 1	ID	RETRACTABLE GEAR AT IMPACT		UP OR DOWN		LOCKED OR INTERMEDIATE	
	<del>NO. 2</del>							
ENGINE	NO. 1	ID	LEFT		Up		N/O	
	<del>NO. 2</del>		RIGHT		Up		N/O	
FUSELAGE		ID	NOSE/TAIL		Up		N/O	
FLIGHT CONTROL SYSTEM		ID	LANDING GEAR CONTROL		N/O		---	
ENGINE CONTROLS		ID	LANDING GEAR INDICATOR		N/O		---	
LANDING GEAR SYSTEM		ID						
<del>HORIZONTAL STABILIZERS</del>								
ELEVATORS/ <del>STABILATORS</del>		ID	POSITION OF WING FLAPS  <input checked="" type="checkbox"/> UP  <input type="checkbox"/> DOWN (Amount)		WING FLAP POSITION INDICATOR N/O		WING FLAP CONTROL POSITION N/O	
VERTICAL STABILIZERS		ID						
RUDDER/ <del>RUDDERVATORS</del>		ID						
TRIM TABS	RUDDER				DUAL CONTROLS			
	ELEVATOR	ID			INSTALLED		OPERATIVE	
	AILERON				<input type="checkbox"/> NO <input type="checkbox"/> YES		<input type="checkbox"/> NO <input type="checkbox"/> YES	
LEFT WING		ID	TRIM TAB POSITIONS (Deflection Angle)	NEUTRAL	RIGHT OR UP	LEFT OR DOWN	FIXED	TRIM INDICATOR SETTINGS
LEFT FLAP		ID						
LEFT AILERON/ <del>SPOILER</del>		ID						
<del>LEFT WING STRUTS</del>			RUDDER	X				N/O
RIGHT WING		ID	ELEVATOR	X				N/O
RIGHT FLAP		ID	AILERON					
RIGHT AILERON/ <del>SPOILER</del>		ID			No. Install	No. Used	No. Separated	Failure Description
<del>RIGHT WING STRUTS</del>								
SYSTEMS	FUEL	ID	SEAT BELTS	4	2	4	Separated at floor fitting	
	OIL	ID						
	ELECTRIC	ID	SHOULDER HARNESS	N/O				
	HYDRAULIC	ID						
	ANTI-ICE							
	VACUUM	ID	SEATS	4	2	4	Failed at floor fitting	
PNEUMATIC								
CABIN HEATER		ID						
OTHER (SPECIFY)			OXYGEN	ON BOARD <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	USED <input type="checkbox"/> No <input type="checkbox"/> Yes	REMARKS (Quantity)		

**Part L – COCKPIT DOCUMENTATION**

**COMMUNICATIONS AND NAVIGATION SETTINGS**

ITEM	REMARKS	ITEM	REMARKS
NAV/COM Transceiver	121.0		
NAV/Indicator	Destroyed		
ADF Receiver	Destroyed		
Transponder	Destroyed		
DME	Destroyed		

## Part O - INSTRUMENT READINGS

ITEM	REMARKS	ITEM	REMARKS
ADF	210°	Clock	1031 (destroyed)
Directional Gyro	230°		
Altimeter	800'		
Tachometer	3000 RPM (0561.0)		
Air Speed	Destroyed		
Altitude Gyro	Destroyed		
Turn/Bank	Destroyed		
Vertical Speed	Destroyed		
Oil Temperature	Destroyed		
Manifold/Fuel Flow	Destroyed		

## Part P - POWER PLANT CONTROL SETTINGS

ITEM	REMARKS	ITEM	REMARKS
Mixture Control	Rich		
Throttle	Full forward		
RPM Control	Full forward		
Heat Control	Cold		
Ignition Switch	On both		

## Part Q - FLIGHT CONTROL - DEICER - ANTI-ICER SETTINGS

ITEM	REMARKS	ITEM	REMARKS
Left Control Yoke	Destroyed		
Right Control Yoke	Destroyed		
Elevator Trim Wheel	Destroyed		
Rudder Trim Wheel	Destroyed		
Cowl Flap Control Lever	Destroyed		
Landing Gear Lever	Destroyed		

## Part R - ELECTRIC PANEL - LIGHT SWITCHES

ITEM	REMARKS	ITEM	REMARKS
All switches destroyed and no readings were available			

Part S			
AIRCRAFT GROSS WEIGHT		AIRCRAFT CENTER OF GRAVITY	
AT TAKEOFF	AT OCCURRENCE	AT TAKEOFF	AT OCCURRENCE
<input checked="" type="checkbox"/> WITHIN MAX. <input type="checkbox"/> OVER MAX. <input type="checkbox"/> UNKNOWN REMARKS:	<input checked="" type="checkbox"/> WITHIN MAX. <input type="checkbox"/> OVER MAX. <input type="checkbox"/> UNKNOWN REMARKS:	<input checked="" type="checkbox"/> WITHIN LIMITS <input type="checkbox"/> BEYOND LIMITS <input type="checkbox"/> UNKNOWN <input type="checkbox"/> FORE <input type="checkbox"/> AFT <input type="checkbox"/> LATERAL <input type="checkbox"/> LEFT <input type="checkbox"/> RIGHT	<input checked="" type="checkbox"/> WITHIN LIMITS <input type="checkbox"/> BEYOND LIMITS <input type="checkbox"/> UNKNOWN <input type="checkbox"/> FORE <input type="checkbox"/> AFT <input type="checkbox"/> LATERAL <input type="checkbox"/> LEFT <input type="checkbox"/> RIGHT

  

Part T - ACCIDENT SITE EXAMINATION			
TERRAIN FEATURES <i>(Check more than one if necessary)</i>	<input checked="" type="checkbox"/> LEVEL <input type="checkbox"/> ROLLING <input type="checkbox"/> HILLY <input type="checkbox"/> MOUNTAINOUS	<input type="checkbox"/> WOODED <input type="checkbox"/> BRUSH <input type="checkbox"/> SWAMP <input type="checkbox"/> DESERT	<input type="checkbox"/> PLOWED FIELD <input type="checkbox"/> CROPS <input type="checkbox"/> OPEN WATER <input type="checkbox"/> RIVER <input type="checkbox"/> LAKE <input checked="" type="checkbox"/> CITY AREA <input type="checkbox"/> OTHER (Specify)
GROUND CONDITIONS: <input type="checkbox"/> SOFT <input checked="" type="checkbox"/> HARD <input type="checkbox"/> ROCKY <input type="checkbox"/> OTHER (Specify):			
OBSTACLES STRUCK BEFORE PRINCIPAL IMPACT <input checked="" type="checkbox"/> WIRES <input type="checkbox"/> OTHER (Specify) <input checked="" type="checkbox"/> TREES <input type="checkbox"/> BRUSH <input type="checkbox"/> BUILDING	COMPONENT INVOLVED WITH OBSTACLE IMPACT <div style="text-align: center;">Complete aircraft</div>		
MOVED AFTER PRINCIPAL IMPACT: <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES → DISTANCE <u>201</u> FT. DIRECTION: <u>130°</u> MAG.	GRADE OF TERRAIN AT IMPACT: <input checked="" type="checkbox"/> LEVEL <input type="checkbox"/> UP <input type="checkbox"/> DOWN ° OF SLOPE		

SKETCH OF IMPACT POINTS: *(Sketch gouge marks with dimensions and magnetic headings; include obstacle and principle impact points, pertinent landmarks, buildings, runways, reconstructed flight and ground paths, wreckage distribution, etc.)*

- ① TREE THAT WAS STRUCK
- ② EMPENNAGE AND PART OF LOWER CABIN
- ③ Part of Wing
- ④ DOOR
- ⑤ TOP ENGINE COWL
- ⑥ POWER POLE
- ⑦ CENTER WING SECTION AND PART OF CABIN
- ⑧ ENGINE & PROPELLOR

SKETCH. Indicate Magnetic Direction and Scale  
  
SCALE



### HISTORY OF FLIGHT

Pilot Hancock and his wife departed Blythe, California, on June 7, 1977 and arrived at the Riverside Airport at about 1330 PDT <sup>1/</sup>on the same day. He and his wife were met by Mr. and Mrs. Kenneth Hart and the four spent the afternoon at a baseball game. Following the game, the Harts drove the Hancocks back to the Riverside Airport where they arrived at approximately 2330. Mr. Hart stated that he departed from the airport after the Hancocks left his car; he did not see them leave the airport.

At about 2340 on June 7, 1977 a Riverside Police helicopter departed from the Riverside Airport. When the helicopter had reached approximately 1,100 feet MSL, Officer Robert Skilling, the observer, saw a low flying aircraft heading in a northerly direction. He positioned the aircraft south of the airport at his first sighting. He stated he could only see one red light. As he watched the aircraft, it made a sharp, diving right turn toward Arlington Avenue. He lost sight of it for a second and then he saw aircraft debris flying across Arlington Avenue. The helicopter landed near the accident site and proceeded with the ground investigation.

### INJURIES TO PERSONS

The pilot and his passenger received fatal injuries. There were no injuries to any persons on the ground.

### DAMAGE TO AIRCRAFT

The aircraft was destroyed.

### OTHER DAMAGE

Approximately 25 feet of chain link fence were torn down, one telephone line was broken, and one large eucalyptus tree was destroyed.

### METEOROLOGICAL INFORMATION

The only weather available for the Riverside Airport was observed at 2245 on June 7, 1977 by the Federal Aviation Administration (FAA) personnel in the Riverside Tower. Their observation was: light obscuration, 4 miles visibility with haze and smoke, wind 260° at 5 knots, and altimeter setting 29.87.

Weather for the Ontario Airport at 2359 on June 7, 1977 was reported as 500-foot overcast, visibility 2 1/2 miles with haze and smoke, wind 270° at 5 knots, and altimeter setting 29.84. The Ontario Airport is about 12 miles northwest of the Riverside Airport. Weather for March Air Force Base at 2330 PDT on June 7, 1977 was partial obscuration, 2 1/2 miles haze and

1/ All times herein are Pacific Daylight Time based on the 24-hour clock

smoke, wind 340° at 5 knots, altimeter 29.86. The Riverside Airport is 11 miles northwest of March Air Force Base.

#### COMMUNICATIONS

The FAA has no record of any communications with N1599H after 2330 on June 7, 1977.

#### CREW INFORMATION

Pilot LaVell Hancock obtained his private pilot certificate on June 9, 1965. His logbook reflects that he had a total of 780.5 flying hours, with about 472.5 hours flown in Cessna 177 aircraft.

#### AIRCRAFT INFORMATION

FAA records reflect that Mr. Hancock purchased N1599H on April 18, 1977. The aircraft's tachometer indicates that the aircraft had a total of 561.0 flying hours. The last annual inspection was performed on February 2, 1977.

#### WRECKAGE

The aircraft made contact with the ground during a steep right turn on a heading of 120 degrees prior to striking one large tree. The right wing tip made a ground imprint about 37 feet long and one foot wide before the main body of the aircraft made contact with the trunk of the tree. Also, during the right wing tip contact, the right horizontal stabilizer tip made contact with the ground, leaving an imprint about 5 feet long and 6 inches wide. For details of the ground marks and wreckage distribution, see Page 7 of this report. Following the striking of the tree, the wing panel, the engine and a section of the instrument panel separated from the fuselage. These parts were found lying approximately 201 feet east of the principal impact area.

The wing panel was found wrapped around a power line pole near Arlington Avenue. The position of this wing reflects that it rotated during its travel from the initial impact to its final resting place. The propeller blade displayed numerous gouges, twists and transversal scratch marks. Both the blades were broken free of the hub and could be separated by a limited amount of force.

The engine was taken to Hagelin Aircraft Motors in Long Beach, California, for a complete teardown. An inspection of all components of the engine failed to disclose any evidence of a prior failure. Although the aircraft was demolished at impact, inspection of the aircraft failed to disclose any evidence of a malfunction or prior failure.

#### FIRE

There was no evidence of fire.

MEDICAL AND PATHOLOGICAL INFORMATION

Pathological and toxicological tests performed on the pilot did not disclose any evidence of factors that may have detracted from his physical ability to operate the aircraft.

It should be noted that the blood alcohol level of .10 as recorded in the Coroner's Investigation Report (see attachment 5) does not indicate that Mr. Hancock was in fact under the influence of alcohol. The abnormal result is attributed to a liver specimen that the test was being done on, having been contaminated and the alcohol level being generated post mortem. Mr. Hart, who was with Mr. and Mrs. LaVell Hancock from the time they arrived in Riverside until the time they took off, advised the Coroner's investigator that they had not consumed any alcoholic beverages, nor had he even seen either of them consume alcohol, as they were devout Mormons.

ADDITIONAL DATA

Mr. Robert Skilling was an observer in the police helicopter that arrived first at the scene of the accident. He made a statement to FAA Inspector James Dickson that he did not notice the smell of fuel. A check with the attendants of the service station (gas) at Riverside Airport revealed that the pilot of N1599H did not purchase any fuel on January 7, 1977. Since there was some question about the amount of fuel carried by N1599H at the time of its departure from the Riverside Airport, FAA Inspector Percy West of the General Aviation District Office at Ontario, California, made some inquiries on his next visit to Blythe, California, on June 15, 1977. He obtained statements from Mr. Merwyn Emmett, Mr. Walter Pratt and Mr. Joe Sheble, which are attached to this report. Mr. Emmett stated that the last fueling of this aircraft was made on June 4, 1977, and it was not known how many hours Mr. Hancock flew after that date. Mr. Emmett said that Mr. Hancock made the statement to him that the gas gauges in his aircraft, N1599H, were very accurate. Mr. Emmett also said that in the past Mr. Hancock had a habit of running his aircraft very low on fuel. There is no record available on Mr. Hancock's biennial review.

THIS REPORT CONSISTS OF nine PAGES.Part V - ADDITIONAL PERSONS PARTICIPATING IN THIS INVESTIGATION

NAME, ADDRESS, AND AFFILIATION

James J. Dickson  
FAA WE GADO-8  
Federal Aviation Administration  
Ontario International Airport  
Ontario, CA 91762

Part W - INVESTIGATED BY

DATE

AGENCY

SIGNATURE

6-29-77

NTSB

*Frederick R. Beam*  
Frederick R. Beam

## NATIONAL TRANSPORTATION SAFETY BOARD

## DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 06-14-77

I. Place of accident \_\_\_\_\_ Date \_\_\_\_\_ Hour \_\_\_\_\_

II. Aircraft \_\_\_\_\_ FAA Certificate No. \_\_\_\_\_

III. What is your name Kennith W. Hart Age 32IV. Address 6688 Orangewood Highland, CA 92346V. Occupation General Manager By whom employed New York Life Insurance Co.VI. Where were you at the time of the accident Left airport approximately 10 minutes before

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

I had spent approximately 10 hours prior to the accident with Mr. & Mrs. Hancock. We had been out on a sales interview together in Riverside City and afterwards we took a bus that I had chartered to Angel Stadium for the Baseball game and afterwards returned. I drove Mr. and Mrs. Hancock to the airport and dropped them off at the front of the airport terminal. When I left them off at approximately 11:30 p.m., Tuesday evening, June 7th, my wife and I drove to a coffee shop where we had a cup of coffee and went directly home. It was the next morning, Wednesday, when I found out about the accident. At no time during the day or evening had either Mr. or Mrs. Hancock drank any alcoholic beverage since both were staunch Mormons.

If I can be of any further help, please feel free to contact me.



Sincerely,

Kennith W. Hart  
(Signature)

# NATIONAL TRANSPORTATION SAFETY BOARD

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 6-15-77

I. Place of accident \_\_\_\_\_ Date \_\_\_\_\_ Hour \_\_\_\_\_

II. Aircraft \_\_\_\_\_ FAA Certificate No. \_\_\_\_\_

III. What is your name Walt Bratt Age 4

IV. Address 411. Blythe, Blythe, Ca. 92225

V. Occupation Pilot By whom employed Self

VI. Where were you at the time of the accident \_\_\_\_\_

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

I have been acquainted with LaVell Hancock as a pilot since about 1968. During this time I have flown with him in several kinds of aircraft. Mr. Hancock was a good pilot with one exception, he was always in too big a hurry to preflight the airplane he was flying. Many times he wouldn't check the oil or gas. Usually he just untied, took the chocks out, climbed in and left. He made numerous down wind take offs and landings. He was interested in anything that would save time.

Once he flew my plane back from Ogden, Utah and ran out of gas at the end of the runway at Blythe, Ca. However this was a fault of the airplane N. number 9993B as the gas siphoned out in the air.



Walt Bratt  
(Signature)

NATIONAL TRANSPORTATION SAFETY BOARD

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591



STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date June 15 / 1977

I. Place of accident \_\_\_\_\_ Date \_\_\_\_\_ Hour \_\_\_\_\_

II. Aircraft \_\_\_\_\_ FAA Certificate No. \_\_\_\_\_

III. What is your name Merwyn R. Emmett Age 43

IV. Address Blythe Airport P.O. Box 21 Blythe Calif

V. Occupation F.B.O. By whom employed Pres. Blythe Aviation INC

VI. Where were you at the time of the accident \_\_\_\_\_

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

I have known Mr LaVell F Hancock for approx 4 1/2 yrs, during this time I have observed some of his flying habits. I personally have only flown with him once but found him to be quite tense on his landing & which made him somewhat inadequate. We have maintained his aircraft here at Blythe, with the exception of the one he had just purchased and was flying at this time. Our normal operation is set up so that each customer aircraft is fuelled end of each flight, which was Mr Hancock's normal request until the last time was, whereby he wanted fuel only upon request. It appeared that he preferred to fly on the last half of his total gallons (over)

(Signature)

# NATIONAL TRANSPORTATION SAFETY BOARD

## DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

### STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date June 16, 1977

Field N/E of                     

I. Place of accident Arlington & Monroe, Riv Date June 7, 1977 Hour 2340

II. Aircraft                      FAA Certificate No.                     

III. What is your name Robert M. Skilling Age 32

IV. Address 6936 Airport Rd. (business) 4761 Dundee Rd. (res) Riv. Ca.

V. Occupation Policeman (helicopter Obs) By whom employed City of Riverside

VI. Where were you at the time of the accident In helicopter S/E of airport

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

At about 2340 hrs on 6-7-77 we left the airport in a south east direction. when at about 1100 ft MSL and in a position about  $\frac{1}{2}$  mile south east of the airport I looked back toward the south. I saw a low flying aircraft heading generally north bound, from an area south of the airport. The aircraft had only one red light showing to the rear and no other lights visible. I looked back in the direction we were heading and then back toward the aircraft. It was in a diving right turn toward Arlington ave. I then lost view of the aircraft behind some trees. I then saw debris flying across Arlington ave.

We returned to the scene landed and proceeded with the ground investigation.



R. M. Skilling

(Signature)

## NATIONAL TRANSPORTATION SAFETY BOARD

## DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date June 16, 1977

I. Place of accident Riverside, Calif. Date June ? 1977 Hour ?

II. Aircraft Cessna 177 FAA Certificate No. Unknown

III. What is your name James Clayton Age 38

IV. Address Rt. 2 Box 36H Blythe, Calif. 92225

V. Occupation Pilot By whom employed Self

VI. Where were you at the time of the accident Blythe, California

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

This witness report is in reference to the June 1977 fatal accident of Lavelle Hancock. I have been asked by FAA to make a report of my opinion of Lavelle Hancock's flying ability. Although not a witness to the actual accident, I have been present during at least two occasions at my airport when Mr. Hancock in my opinion exercised poor judgement as a pilot.

One incident was when I witnessed him make at least 4 or 5 attempts to land here at my airport at night. The hazard being that my airport is a short, un-lighted, obstructed crop duster strip. I was finally forced to call Blythe FSS and ask them to contact him by radio and request that he not land here. His attempts were so poor that I felt he was dangerous.

On another occasion, Mr. Hancock landed here at night completely out of fuel.

Although Lavelle was a respected man in the community, I feel that on numerous occasions that I have witnessed and heard about, that he had little common sense and showed very poor judgement while flying an airplane. The news of his death was a shock but, not surprising that it happened in an airplane.



James C. Clayton  
(Signature)

NTSB Form 1

See reverse side of sheet for diagram and additional statement)



## NATIONAL TRANSPORTATION SAFETY BOARD

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date June 19, 1977I. Place of accident Riverside Date June 7, 1977 Hour 11:30

II. Aircraft \_\_\_\_\_ FAA Certificate No. \_\_\_\_\_

III. What is your name Scott Bovee Age 21IV. Address 4661 Arlington Apt #12V. Occupation Shipper-Receiver By whom employed W.A. Barber Co.VI. Where were you at the time of the accident Driving down Arlington Ave.

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

While driving down Arlington Ave. I happened to look towards the sky, where I noticed a red light that looked to be attached to some type of aircraft. I didn't really think about it until I saw it do a complete loop in the sky and head back the way it started. The red light moved from left to right, then it looped and headed

Scott Bovee  
(Signature)

15

right to left, as compared to the airport  
 it moved toward the airport, then looped  
 away from the airport. As the light started  
 to come back after looping I then saw  
 pieces from the craft fall all along the  
 street (Arlington), and into the front yard of  
 two houses on Arlington. It was at this time  
 that I stopped my car and ran toward the  
 weeds, but as I got close to what I  
 thought was the main part of the wreck,  
 I was told by another man who stood in  
 for a close look, I was no use they  
 weren't alive!

At no time did I hear the aircraft either  
 crash or the engine shut off.

I was approx 100 ft from the accident.

# NATIONAL TRANSPORTATION SAFETY BOARD

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C. 20591

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

Date 6-14-77

I. Place of accident Blither Air Base Date \_\_\_\_\_ Hour \_\_\_\_\_

II. Aircraft \_\_\_\_\_ FAA Certificate No. \_\_\_\_\_

III. What is your name JOE SHEBLE II Age 35

IV. Address 426 N ACIA AVE.

V. Occupation Fireman & Flight Inst. By whom employed Riverside County Fire Dept.

VI. Where were you at the time of the accident Runway 17

VII. Tell in your own words what you saw or heard before and at the time the accident occurred.

I received alarm from F.A.A. of an aircraft running out of fuel. When I arrived at scene with a crash truck, I noticed a cessna 182 diving (9993B) at ground at high rate of speed without flap's. After contact to ground aircraft rolled at a stayed of distance of 3000'. When I asked the pilot Mr Hancock what happened he said he ran out of gas. I ask why he dove at ground, instead of using proper procedure with flap's. he said when engine quite he just wanted to get it down.



Joseph F. Sheble II FIRE CAPTAIN  
(Signature) 1755621CE1

# CORONER'S INVESTIGATION REPORT

James S. Bird, Jr., Coroner  
RIVERSIDE COUNTY, CALIFORNIA

File No. 38817

Investigation Upon the Body of

LaVELL      FOWERS      HANCOCK  
FIRST NAME      MIDDLE NAME      LAST NAME

## Classification

- ☐ NATURAL DEATH.....
- ☐ TRAFFIC ACCIDENT.....
- ☐ SUICIDE.....
- ☐ HOMICIDE.....
- ☒ MISC. VIOLENT ACCIDENT airplane crash
- ☐ UNDETERMINABLE.....

## DECEDENT PERSONAL DATA

SEX male	AGE 49	HEIGHT -	WEIGHT -	EYES -	HAIR -
RACE Cauc.	COMPLEXION med.	SCARS AND MARKS -			
DATE OF BIRTH 12-27-27		BIRTHPLACE Utah		CITIZENSHIP USA	
OCCUPATION owner-agent		EMPLOYING COMPANY OR FIRM New York Life Insurance			
MARITAL STATUS <input type="checkbox"/> NEVER MARRIED <input checked="" type="checkbox"/> MARRIED <input type="checkbox"/> WIDOWED <input type="checkbox"/> DIVORCED					
SOCIAL SECURITY NUMBER 529 30 7191	VETERAN STATUS unk.	HOW IDENTIFIED dental records		FINGERPRINTS <input type="checkbox"/> FBI <input type="checkbox"/> CII	

## RESIDENCE

LAST USUAL RESIDENCE—STREET ADDRESS 251 N. 8th St.	CITY OR TOWN Blythe	STATE Calif.
TEMPORARY OR MILITARY ADDRESS	CITY OR TOWN	STATE

## INJURY INFORMATION

PLACE OF INJURY open field, near inter-section of Monroe and Arlington Ave.	CITY OR TOWN Riverside	COUNTY Riverside	STATE Calif.
DATE OF INJURY 6-7-77	TIME OF INJURY 2340	<input type="checkbox"/> WHILE AT WORK <input checked="" type="checkbox"/> NOT WHILE AT WORK	

## PLACE OF DEATH

PLACE OF DEATH accident scene.	CITY OR TOWN Riverside
DATE OF DEATH 6-7-77	TIME OF DEATH 2340
NAME OF INFORMANT RPD	DATE 6-7-77    TIME 2348

## NEXT OF KIN

NEAREST RELATIVE Rodney LaVell Hancock	RELATIONSHIP son	STREET ADDRESS 251 N. 8th St.,	CITY OR TOWN Blythe	STATE Calif.
OTHER RELATIVE				

## MEDICAL DATA

CAUSE OF DEATH Massive avulsive injuries.				
AUTOPSY — Check One: <input type="checkbox"/> No Autopsy Performed <input checked="" type="checkbox"/> Autopsy Performed — Gross Findings Used in Determining Above Stated Causes of Death		PATHOLOGIST F. Rene Modglin, M. D.	DATE 6-8-77	TIME 1100
CONSULTING PHYSICIAN none				
BLOOD SAMPLE TAKEN BY liver sample taken by Dr. Modalin			DATE 6-7-77	TIME -

## LABORATORY EXAMINATIONS

<input type="checkbox"/> ALKALOIDS <input checked="" type="checkbox"/> BARBITURATES <input type="checkbox"/> CARBON MONOXIDE <input checked="" type="checkbox"/> ETHYL ALCOHOL <input type="checkbox"/> HEAVY METALS <input type="checkbox"/> OTHER	TOXICOLOGICAL ANALYSIS RESULTS: negative    .10
---	--

## DISPOSITION OF REMAINS AND PROPERTY

<input type="checkbox"/> No Property <input checked="" type="checkbox"/> Property Found And Inventoried	PROPERTY RELEASED TO son	DATE 6-10-77	<input type="checkbox"/> Property Still Held Pending Release to Legal Representative
MORTUARY MAKING FIRST CALL A&G Garden of Prayer		REQUEST OF: coroner	
FUNERAL DIRECTOR Frye Chapel, Blythe.	CEMETERY OR CREMATORY West Webber Cemetery	<input checked="" type="checkbox"/> BURIAL <input type="checkbox"/> CREMATION <input type="checkbox"/> REMOVAL	DATE 6-11-77

Other Side For Investigation Summary

# INVESTIGATION SUMMARY

SUSPECT	(NAME)	(AGE)	(ADDRESS)	(TELEPHONE)
	none			
WITNESSES				
1.	none			
2.				
3.				
4.				
VEHICLE NO. 1	YEAR	MAKE	MODEL	LICENSE NUMBER
		CESSNA	Cardinal 177 RG airplane	N15924
OPERATOR				
VEHICLE NO. 2				
OPERATOR				
WEAPON DESCRIPTION OR METHOD				

DETAILS: DESCRIBE SCENE, FACTS, CONDITIONS AND SUMMARIZE

MULTIPLE DEATHS WERE INVOLVED IN THIS INCIDENT.  
See Investigation Summary for details.

Signatures

LEAVE THIS SPACE BLANK

Office Use Only

DATE OF REPORT

7-13-77.

SUPERVISOR APPROVING (Initials)

Investigator

CARL B. SMITH, JR.

Approved by

James S. Bird, Jr.  
Coroner of Riverside County

DATE	NAME OF DECEDENT	INVESTIGATOR
		CARL B. SMITH, JR.

MULTIPLE DEATHS WERE INVOLVED IN THIS INCIDENT. THIS SUMMARY COVERS INVESTIGATION AND DETAILS OF DEATH OF THE FOLLOWING-LISTED DECEDENTS:

Name	Date of Death	File No.
1. Carolyn Jane Hancock	6-7-77	38816
2. LaVell Fowers Hancock	6-7-77	38817

On June 7, 1977, at approximately 2348 hours, the undersigned received a call from the Riverside Police Department, Lieutenant Mawn, reporting an airplane crash that occurred in the City of Riverside, near the intersection of Arlington Avenue and Monroe. Informant stated there were an unknown number of fatalities involved. At this time no other information was available.

The undersigned then proceeded immediately to the scene and upon arrival at the scene noted the weather to be warm; the scene of the accident was well lit with street lights; however, there was a cloud ceiling. The undersigned observed what appeared to be the remnants of a red and white airplane, scattered from the south side of Arlington Avenue, across Arlington Avenue onto the north side of Arlington Avenue and portions of it lying adjacent to the driveway of the address at 6874 Arlington Avenue. The undersigned also noted what appeared to be viscera of human remains scattered across Arlington Avenue. The undersigned approached the first portion of human remains and identified it as Body 1F. This was found lying on the lawn of the address at 6874 Arlington Avenue. The undersigned noted the subject to have been clad in a green and white blouse and white brassiere. The undersigned further noted that the remains had a yellow metal ring on the third finger of the left hand. The subject was lying face up; the hair was brown; the lower torso was missing. The undersigned then followed a trail of blood leading to some viscera lying south of the center line of Arlington Avenue.

The undersigned then requested George Kallman of the Riverside Police Department to take photographs of Body 1F.

North of the center line of Arlington Avenue, the undersigned observed what remained of another human being. This was then identified by the undersigned as 1M. The undersigned noted the remains to be clothed in blue pants, a brown belt and on the third finger of the right hand was a white metal ring with turquoise and coral in it. The third finger of the left hand, there was a yellow and white metal band. The undersigned further noted that what remained of the head had brown hair on it. The undersigned then tagged the right hand of that individual, 1M. The undersigned noted, close to the body was what appeared to be a yellow metal bracelet, probably a female type bracelet.

Numerous photographs were also taken of Body 1M. The undersigned was then directed to the engine and wings of the aircraft, which were located south of the south curblane of Arlington Avenue. The remains were red and white in color and had been identified by FAA as those of a Cessna 177 RG, Cardinal. The FAA inspector, J. J. Dickerson, at the scene, remarked that the fuel tanks of the airplane appeared to be dry. It should be noted that the undersigned did not detect any odor of aviation fuel or see any aviation fuel at the scene of the accident at any time.

DATE	NAME OF DECEDENT	INVESTIGATOR
	Hancock (2)	CARL B. SMITH, JR.

Following all the photography work and gathering of evidence at the scene, the undersigned contacted Acheson and Graham Garden of Prayer Mortuary for removal of the remains from the accident site.

The undersigned conversed with Mr. J. J. Dickerson of the Federal Aviation Administration and was advised that the aircraft had left the Blythe airport on June 7, 1977, at approximately 1218 hours, en route to Palm Springs, and aboard the airplane at that time was the pilot LaVell Fowers Hancock and his wife, Carolyn Jane Hancock.

A short time later, the undersigned was checking one of the seats that had been ejected from the aircraft and located in a rear pocket in the seat a wallet that contained identification for Mr. Hancock. At this time the property was inventoried in the presence of Mr. Howard A. Born, funeral director for Acheson and Graham Garden of Prayer Mortuary.

The undersigned then proceeded to the mortuary and conducted a closer examination of the decedents. Examination revealed the female deceased subject had red public hair and that the male subject was wearing a belt buckle with New York Life inscribed on it. The undersigned also noted that the female had extensive dental work in what remained of her teeth.

The undersigned then contacted Deputy Coroner Ken Nugent, Riverside County Coroner's Office, Blythe office, and requested he proceed to the Hancock residence in Blythe, ascertain if the Hancocks were home and if so, who was operating the plane, if they were not at home to advise the family that the aircraft had crashed and there were two fatalities, tentatively identified as the Hancocks. A short time later, Deputy Nugent contacted the undersigned and advised that the family had been notified, and further that the subjects had been treated by Doctor Von Mohr in Blythe, the family dentist. Deputy Nugent further stated that dental records from Doctor Von Mohr would be forwarded to the undersigned.

An autopsy examination ordered by this office and performed by F. Rene Modglin, M. D., established the cause of death, which appears on the death certificate and face sheet of this report, a result of the above-mentioned airplane accident.

For further medical data concerning the cause of death, refer to the Autopsy Protocol.

Further investigation disclosed that the decedents had left the Blythe airport at 12:18 on June 7, 1977, en route to Palm Springs. Upon arrival in Palm Springs, Mr. Hancock contacted the general manager of the San Bernardino office of New York Life Insurance, Mr. Ken Hart, and requested that he come to the Riverside airport and pick up the Hancocks upon their arrival at the Riverside airport. They arrived at the Riverside airport at approximately 1330 hours, at which time Mr. Hart transported Mr. and Mrs. Hancock to the law offices of Best, Best & Krieger in Riverside, to see Attorney Reid. They left Mr. Reid's office at approximately 1530 hours and then went to San Bernardino with Mr. Hart, arriving there at approximately 1630 hours. They left that location a short time later and returned to Riverside on a bus with a group of people. The bus stopped at the Mission Inn. They then departed the Mission Inn and proceeded to an Angel's baseball game in Anaheim and returned to Riverside, at which time Mr. Hart transported the Hancocks to the Riverside airport and left them there, after asking them to spend the night. The Hancocks advised Mr. Hart that they were going to Phoenix for a funeral, the next day. Mr. Hart then

DATE

NAME OF DECEDENT

INVESTIGATOR

7-10-77.

Hancock (2)

CAPT L. SMITH, JR.

walked them to their airplane and then departed. When Mr. Hart was questioned as to whether or not the Hancocks had indicated whether or not they refueled in Blythe, Palm Springs or Riverside, the undersigned was advised they had not made a mention of that; however, Mr. Hancock had mentioned that they had had to wait twenty minutes to land in Riverside, and Mrs. Hancock commented on her husband's safety in flying.

Further investigation disclosed that Mr. Hancock did not refuel his airplane in Riverside, nor had he refueled his airplane in Palm Springs on June 7, nor had he refueled in Blythe on June 7, 1977.

It is the undersigned's opinion that on June 7, 1977, at approximately 2330 hours, LaVell Fowers Hancock piloted his own private airplane, a Cessna 177 RG, Cardinal, and had his wife, Carolyn Hancock on board as a passenger. He took off from the Riverside Municipal airport and upon becoming airborne for an unknown reason, circled back and crashed, causing the immediate demise of both Mr. and Mrs. Hancock.

It should further be noted that the blood alcohol level of .10 does not indicate that Mr. Hancock was in fact under the influence of alcohol. The abnormal result is attributed to a liver specimen that the test was being done on, having been contaminated and the alcohol level being generated post mortem. It should further be noted that Mr. Hart, who was with Mr. and Mrs. LaVell Hancock from the time they arrived in Riverside until the time they took off, advised the undersigned that they had not consumed any alcoholic beverages, nor had he ever seen either of them consume alcohol, as they were devout Mormons.

Upon conclusion of the above-mentioned investigation, the remains were released to the family for funeral arrangements.

+++++



ETHYL ALCOHOL: 0.10 g/100 ml or 0.10% (w/v)  
Normal: 0.00 g/100 ml or 0.00% (w/v)

HANCOCK, LA VELL

Dep. Smith 38817  
Riverside County Coroner

Date Rec. 6-10-77  
Specimen Liver  
Lab No. 377-23450

**BIO-LABORATORIES**

23345 WASHINGTON  
COLTON, CALIF. 92324  
PHONE 825-5853

PATHOLOGISTS-DIRECTORS  
F. Rene Modglin, M. D.

CLINICAL CHEMIST  
Donald W. Hessel, Ph. D.

*ch* Ethyl Alcohol 6-29-77



**INFORMATION COPY ONLY**

Courtesy of:  
County Of Riverside  
James S. Bird, Jr., Coroner

BARBITURATE LEVEL

Result: None detected

HANCOCK, LA VELL

Dep. Smith  
Riverside County Coroner

Date Rec. 6-13-77  
Specimen Liver  
Lab No. 377-23450

**BIO-LABORATORIES**

23345 WASHINGTON  
COLTON, CALIF. 92324  
PHONE 825-5853

PATHOLOGISTS-DIRECTORS  
F. Rene Modglin, M. D.

CLINICAL CHEMIST  
Donald W. Hessel, Ph. D.

ch Barbiturates 6-30-77

**INFORMATION COPY ONLY**

*Courtesy of:  
County Of Riverside  
James S. Bird, Jr., Coroner*

NATIONAL TRANSPORTATION SAFETY BOARD		Accident identification number
RELEASE OF AIRCRAFT WRECKAGE AND/OR PARTS		LAX 77-F-A050
A.		
1. <input checked="" type="checkbox"/> Release of aircraft wreckage	2. <input type="checkbox"/> Receipt of material	
3. Registered owner or owner's authorized agent	4. Investigator in charge or engineering Div.	
Name <b>Estate of LaVell F. Hancock</b>	Name <b>Frederick R. Beam</b>	
Address <b>229 East Hobsonway</b>	Address <b>8939 S. Sepulveda Blvd., Suite 426</b>	
City and State <b>Blythe, California 92225</b>	City and State <b>Los Angeles, California 90045</b>	
5. Aircraft identification, date, and location of accident		
Registered owner <b>LaVell F. Hancock</b>	Registration No. <b>N1599H</b>	
Make <b>Cessna</b>	Model <b>177RG</b>	
Date of accident <b>6-7-77</b>	Location <b>Riverside, California</b>	
6. National Transportation Safety Board <input checked="" type="checkbox"/> has, <input type="checkbox"/> has not completed its investigation of the aircraft wreckage described above.		
7. All wreckage except that listed below in box 11 is hereby released to the registered owner for appropriate disposition. (If no parts are retained, insert NONE.) <b>None</b>		
8. NTSB representative's signature <i>Frederick R. Beam</i> <b>Frederick R. Beam</b>	Title <b>Air Safety Investigator</b>	Date <b>6-27-77</b>

B.		
RECEIPT FOR MATERIAL		
Under Section 701(c) of the Federal Aviation Act as amended, the National Transportation Safety Board has retained for further examination those parts, pieces, or components listed below. When they have served their purpose they will be returned.		
TO OWNER OR OWNER'S AUTHORIZED AGENT		
Fill in boxes 9 and 10 if material is to be returned to persons or an address other than that listed in box 3.		
9. Ship parts to	Accident identification number	
Address		
City and State		
10. Signature	Date	
11. Parts, pieces, or components retained		
12. To owner or owner's authorized agent or their designate: Upon receipt of the above material, sign and return this form to the National Transportation Safety Board, Bureau of Aviation Safety, Washington, D.C. 20591.		
Signature	Title	Date

25

25



1. A view of the principal impact area looking on a 120 degree heading. No. 1 arrow points to the area where the right horizontal stabilizer made contact with the ground. No. 2 arrow points to the area where the right wing tip made contact with the ground. No. 3 arrow points to the tree that was struck by the main body of the aircraft. No. 4 arrow points to the wires that were struck by the left wing panel.



2. A close-up view of the tree that was struck by the nose section of the aircraft. No. 1 arrow points to the tree. No. 2 arrow points to the lower section of the fuselage. No. 3 arrow points to the empennage.

LAX 77-F-A050, Riverside, California, June 7, 1977, Cessna 177RG, N1599H



3. Another view of the principal impact area looking in a northerly direction.



4. A view of the scatter pattern of the wreckage taken from the principal impact area. No. 1 arrow points to the engine and wing panel that were found 201 feet southeast of the principal impact area. No. 2 arrow points to debris of the aircraft.

LAX 77-F-A050, Riverside, California, June 7, 1977, Cessna 177RG, N1599H



5. A view of the debris looking in a north-westerly direction. No. 1 arrow points to the principal impact area.



6. A view of the wing panel that was found lying 201 feet south-east of the impact area. Arrow points to the power line pole that was struck by the wing panel.

LAX 77-F-A050, Riverside, California, June 7, 1977, Cessna 177RG, N1599H



7. A view showing the right wing panel.



8. A view showing the center section and part of the left wing panel.

LAX 77-F-A050, Riverside, California, June 7, 1977, Cessna 177RG, N1599H



9

9. A view showing the engine and propeller.



10

10. A close-up view of the throttle mixture control and the propeller control.

LAX 77-F-A050, Riverside, California, June 7, 1977, Cessna 177RG, N1599H