

National Transportation Safety Board

56

Private; Single-engine Land

Instrument Ratings
None

10.00 SM

19

Unk/Nr
Unk/Nr

Brief of Accident (Continued)

File No. 20583

11/11/2003

Time (Local): 11:05 PST

stream winds near 100 knots were present in the area about the height of the convective clouds. Therefore, isolated strong convective downdrafts were possible in the area of the breakup. While proceeding westbound, the airplane was probably in the vicinity of the northern edge of a rapidly developing convective buildup. The pilot probably encountered moderate to severe turbulence due to strong updrafts and downdrafts just before the accident.

