



National Transportation Safety Board Aviation Accident Factual Report

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| Location: | SANTA BARBARA, CA | Accident Number: | LAX99LA067 |
| Date & Time: | 01/03/1999, 1627 PST | Registration: | N3585V |
| Aircraft: | Cessna 140 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 Minor |

Flight Conducted Under: Part 91: General Aviation - Personal

On January 3, 1999, at 1627 hours Pacific standard time, a Cessna 140, N3585V, nosed over and came to rest inverted in a marsh following a touch-and-go landing attempt at the Santa Barbara, California, airport. The airplane sustained substantial damage, and the commercial pilot/owner and his passenger received minor injuries. The flight was being flown under CFR Part 91 when the accident occurred. The personal flight originated in Santa Paula, California, at 1550, and a flight plan was not filed for the flight. Visual meteorological conditions prevailed at the time of the accident.

The pilot reported that he was cleared for touch-and-go's on runway 15L. He stated he had just lifted off and was proceeding to climb on the runway heading when the engine power "abruptly reduced to no power" at 150 feet agl. He said he executed a gradual turn to the right, and lowered the nose to maintain forward airspeed. He said that the engine was faltering and producing partial power, and then no power. He said the airplane struck the ground with a slight nose low attitude.

The airplane was removed from the site and relocated to a nearby aircraft wreckage yard. At the request of the Safety Board, the wreckage was examined under the supervision of a Van Nuys, California Flight Standards District Office aviation inspector and a Textron Lycoming engine representative. According to the Textron Lycoming engine representative, the engine did not display any evidence of premishap catastrophic mechanical malfunction or fire.

The bottom spark plugs were removed and examined by the engine representative. He noted that the spark plug electrodes were undamaged from any foreign object ingestion. The crankshaft was rotated by hand utilizing the propeller, and was free and easy to rotate in both directions. Thumb compression was observed in proper order on all four cylinders.

The right magneto was found securely clamped. The magneto to engine timing was observed at 17 degrees before top dead center (BTDC) of cylinder number one. The Lycoming engine data plate specifies the engine to magneto timing be at 25 degrees BTDC.

The left magneto, S4LN-21, 10-51360-37, s/n 0010469 was found securely clamped. The

impulse coupling was heard clicking during rotation of the crankshaft. During the magneto to engine timing check, the timing light would not illuminate on the syncrophaser during rotation of the crankshaft. The magneto to engine timing could not be ascertained. The magneto was removed for further examination. The drive was observed to be intact and properly saftied. The contact assembly (points) was undamaged and was observed to operate normally during hand rotation of the drive. Further examination of the magneto coil revealed that the primary circuit was internally shorted. A complete copy of the Textron Lycoming report is appended to this report.

Review of the maintenance records disclosed that the last annual inspection was accomplished on May 5, 1998, about 40 hours prior to the accident. No entries were found detailing maintenance on the magnetos after the annual.

The wreckage was released to the registered owner at the conclusion of the engine examination on March 1, 1999.

Pilot Information

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| Certificate: | Commercial | Age: | 51, 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: | |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 08/28/1997 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 1044 hours (Total, all aircraft), 800 hours (Total, this make and model), 982 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--------------------|--------------------------------|-----------------|
| Aircraft Make: | Cessna | Registration: | N3585V |
| Model/Series: | 140 140 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 14750 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | 05/05/1998, Annual | Certified Max Gross Wt.: | 1450 lbs |
| Time Since Last Inspection: | 40 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 817 Hours | Engine Manufacturer: | Lycoming |
| ELT: | Installed | Engine Model/Series: | O-235-C1 |
| Registered Owner: | RUSSELL T. EVANS | Rated Power: | 108 hp |
| Operator: | RUSSELL T. EVANS | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | SBA, 10 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 1639 PST | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Clear / 0 ft agl | Visibility | 10 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 4 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 290° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 18° C / 1° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | SANTA PAULA, CA (SZP) | Type of Flight Plan Filed: | None |
| Destination: | (SBA) | Type of Clearance: | VFR |
| Departure Time: | 1550 PST | Type of Airspace: | Class D |

Airport Information

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|----------------------|-----------------------------|---------------------------|--------------|
| Airport: | SANTA BARBARA AIRPORT (SBA) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 10 ft | Runway Surface Condition: | Dry |
| Runway Used: | 15L | IFR Approach: | None |
| Runway Length/Width: | 4179 ft / 75 ft | VFR Approach/Landing: | Touch and Go |

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|-------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 Minor | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Minor | Latitude, Longitude: | |

Administrative Information

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| Investigator In Charge (IIC): | DEBORAH L CHILDRESS |
| Additional Participating Persons: | JOEL HARRIS; VAN NUYS, CA MARK PLATT; VAN NUYS, CA |
| 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/ . |