



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	SANTA BARBARA, CA	<b>Accident Number:</b>	LAX99LA067
<b>Date &amp; Time:</b>	01/03/1999, 1627 PST	<b>Registration:</b>	N3585V
<b>Aircraft:</b>	Cessna 140	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The airplane was performing touch-and-go landings and had just lifted off to climb on the runway heading when the engine abruptly lost power at 150 feet above ground level. The pilot attempted to execute a turn and lower the nose to maintain airspeed. The engine was faltering and producing partial power, then cycling and producing no power. The pilot did not have sufficient altitude to make the runway and the airplane nosed over and came to rest in a marsh located near the runway. Examination of the engine found that the right magneto to engine timing was 17 degrees before top dead center of cylinder number one. The Lycoming engine data plate specifies that the engine to magneto timing be set at 25 degrees. The left magneto was inoperative and further investigation found that the primary coil circuit was internally shorted. 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.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power due to an internal left magneto coil primary circuit short. Factors were insufficient altitude and inadequate terrain to make an emergency landing.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) IGNITION SYSTEM,MAGNETO - SHORTED
2. (C) IGNITION SYSTEM,MAGNETO - TIMING IMPROPER

Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

### Findings

3. ALTITUDE - INADEQUATE

Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

4. TERRAIN CONDITION - SOFT

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	51
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N3585V
<b>Model/Series:</b>	140 140	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	RUSSELL T. EVANS	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-C1
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SBA, 10 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 290°
<b>Temperature:</b>	18° C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SANTA PAULA, CA (SZP)	<b>Destination:</b>	(SBA)

## Airport Information

<b>Airport:</b>	SANTA BARBARA AIRPORT (SBA)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	15L	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4179 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): DEBORAH L CHILDRESS

Adopted Date: 06/23/2000

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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