



National Transportation Safety Board Aviation Accident Data Summary

Location:	GROVELAND, CA	Accident Number:	LAX96LA152
Date & Time:	04/02/1996, 1058 PST	Registration:	N59LP
Aircraft:	POWELL GLASAIR	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot (part owner of the aircraft) held an A&P certificate & had completed a condition/annual inspection of the aircraft before the flight. The aircraft co-owner stated there was a problem with the throttle cable, & the pilot was going to order a new one, but had not yet done so. Witnesses said the aircraft departed straight out after takeoff. About 4 minutes later, it entered a downwind to the pattern, low & very close to the runway. The witnesses estimated the aircraft's altitude was between 200 and 300 feet agl. At first, some witnesses thought the pilot was going to make a downwind landing on the runway. The witnesses said the aircraft made a tight turn from downwind to base. During the base-to-final turn, the right wing dropped, and the aircraft entered a nose-down descent and crashed. The witnesses heard the engine running before impact, but they described the sound as 'not full power.' An examination of the engine & controls revealed that a clip, which secured the accelerator pump plunger to its actuation shaft in the carburetor, was missing & the pump was inoperative. The throttle cable housing/actuating shaft at the carburetor end was found separated from the cable sheath, exposing the unsupported inside cable. A piece of welding rod was found bent around the housing end & taped to the sheath. The cable was removed from the aircraft & operationally tested. During push-pull tests, the carburetor end would sometimes move an amount corresponding to the cockpit end input; at other times, the carburetor end would move only slightly.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's decision to fly the aircraft with a known mechanical discrepancy in the throttle linkage, which resulted in a partial loss of engine power; and his failure to maintain an adequate airspeed while maneuvering for an emergency landing, which resulted in an inadvertent stall/spin. Inadequate maintenance/annual inspection was a related factor.

Findings

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

Findings

1. (F) MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OWNER/PILOT MECHANIC
2. (C) THROTTLE/POWER LEVER, CABLE - LOOSE
3. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - OWNER/PILOT MECHANIC

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

- 4. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
- 5. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Private	Age:	64
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1286 hours (Total, all aircraft), 15 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	POWELL	Registration:	N59LP
Model/Series:	GLASAIR GLASAIR	Engines:	1 Reciprocating
Operator:	BOBBY A. HOCKETT	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A1G
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Light and Variable / ,
Temperature:	17° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	(Q68)	Destination:	

Airport Information

Airport:	PINE MOUNTAIN LAKE (Q68)	Runway Surface Type:	Asphalt
Runway Used:	27	Runway Surface Condition:	Dry
Runway Length/Width:	3625 ft / 50 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	JEFF RICH	Adopted Date:	02/01/1997
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/ .		

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