



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SAN DIEGO, CA	<b>Accident Number:</b>	LAX92LA035
<b>Date &amp; Time:</b>	11/02/1991, 1300 PST	<b>Registration:</b>	N59157
<b>Aircraft:</b>	CESSNA 210	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

IN HIS WRITTEN STATEMENT THE PILOT SAID THAT WHILE REDUCING POWER DURING A STRAIGHT IN APPROACH FOR LANDING, THE ENGINE HAD A TOTAL LOSS OF POWER. THE PILOT EXECUTED A POWER OFF, GEAR UP FORCED LANDING IN A CONGESTED AREA. THE AIRCRAFT LANDED ON ROUGH, UNEVEN TERRAIN CAUSING SUBSTANTIAL DAMAGE. THE PILOT THOUGHT THE ENGINE MAY HAVE HAD A VAPOR LOCK. FAA INSPECTORS EXAMINED THE AIRCRAFT AND FOUND ABOUT 8 GALLONS OF NON-CONTAMINATED FUEL IN EACH FUEL TANK. THEY ALSO PERFORMED AN OPERATIONAL CHECK ON THE ENGINE AND OPERATED THE ENGINE THROUGHOUT NORMAL OPERATIONAL LIMITS WITH NO ABNORMALITIES NOTED. AIRCRAFT RECORDS WERE REVIEWED WITH NO DISCREPANCIES NOTED. ALL AIRWORTHINESS DIRECTIVES, INCLUDING THOSE PERTAINING TO VAPOR LOCK, WERE NOTED AS BEING COMPLIED WITH. NO CAUSE FOR THE POWER LOSS WAS FOUND.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE TOTAL LOSS OF ENGINE POWER DUE TO UNKNOWN REASON(S). A FACTOR IN THIS ACCIDENT WAS THE LACK OF SUITABLE TERRAIN TO LAND THE AIRPLANE, WITHOUT INCURRING DAMAGE TO THE AIRPLANE.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) POWERPLANT - FAILURE, TOTAL
2. REASON FOR OCCURRENCE UNDETERMINED
3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

4. TERRAIN CONDITION - RESIDENTIAL AREA
5. TERRAIN CONDITION - NONE SUITABLE

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

6. (F) TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/17/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	653 hours (Total, all aircraft), 283 hours (Total, this make and model), 653 hours (Pilot In Command, all aircraft), 53 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N59157
<b>Model/Series:</b>	210 210	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	21060129
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	11/01/1991, Annual	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>	1 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1601 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-L
<b>Registered Owner:</b>	SAN DIEGO FLYING CLUB, INC.	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	SAN DIEGO FLYING CLUB, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MYF, 423 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1315 PST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Thin Broken / 25000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / 2° C
Precipitation and Obscuration:			
Departure Point:	EL CAJON, CA (SEE)	Type of Flight Plan Filed:	None
Destination:	SAN DIEGO, CA (MYF)	Type of Clearance:	VFR
Departure Time:	1250 PST	Type of Airspace:	Class E

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Richard V Childress	Report Date:	04/27/1993
Additional Participating Persons:	DONNAL F SMITH; SAN DIEGO, CA		
Publish Date:			
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).