



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CABAZON, CA	<b>Accident Number:</b>	LAX89FA030
<b>Date &amp; Time:</b>	11/01/1988, 1613 PST	<b>Registration:</b>	N3385Q
<b>Aircraft:</b>	CESSNA 421A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal

**Flight Conducted Under:** Part 91: General Aviation - Business

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## Analysis

THE PLT CONTACTED THE ARSA CONTROLLER FOR ADVISORIES AFTER LOSING PWR ON THE RIGHT ENG OVER AN AIR FORCE BASE. THE CONTROLLER ADVISED THE PLT THAT HIS POSITION WAS NEAR A CIVILIAN ARPT WITH LIMITED MAINTENANCE FACILITIES AND AN AIR FORCE BASE. THE PLT ADVISED THAT HE DESIRED TO CONTINUE TO A LARGER CIVILIAN ARPT ALONG HIS ROUTE WHERE HE COULD OBTAIN SERVICE. THE PLT THEN INFORMED THE CONTROLLER THAT HE COULD BARELY SEE THE GROUND AND THAT HE WAS UNABLE TO MAINTAIN ALT DUE TO THE PROPELLER NOT FEATHERING. THE ACFT OVERFLEW A SMALL CIVILIAN ARPT AND THE PLT TOLD THE UNICOM OPERATOR THAT HE WOULD ATTEMPT TO LAND ON AN INTERSTATE HWY. THE ACFT OVERFLEW THE HWY AND IMPACTED AN ELECTRICAL TRANSMISSION LINE AND COLLIDED WITH A RESIDENCE. POST ACCIDENT INSPECTION REVEALED THE RIGHT ENG #3 CYLINDER HEAD FRACTURED ALLOWING THE HEAD TO DISPLACE OUTWARD 3/8 INCH. FRACTURE RESULTED FROM FATIGUE AT THREADED AREA BTW HEAD AND CYLINDER. THE PROPELLER GOVERNOR OPERATED NORMALLY DURING FUNCTIONAL TESTING AFTER THE ACCIDENT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S POOR DECISION AND MISJUDGEMENT OF DISTANCE. THE SEPARATION OF THE CYLINDER, FAILURE OF THE PROPELLER TO FEATHER, AND IMPACT WITH WIRES AND A RESIDENCE WERE FACTORS IN THE ACCIDENT.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) ENGINE ASSEMBLY,CYLINDER - FATIGUE
  2. (C) ENGINE ASSEMBLY,CYLINDER - SEPARATION
  3. (F) PROPELLER FEATHERING - NOT POSSIBLE - PILOT IN COMMAND
  4. (F) REASON FOR OCCURRENCE UNDETERMINED
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

### Findings

5. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  6. (F) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
  7. DISTANCE - MISJUDGED - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - EMERGENCY

### Findings

8. (F) OBJECT - WIRE,TRANSMISSION
  9. (F) OBJECT - RESIDENCE
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Occurrence #4: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - EMERGENCY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<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--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/15/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	7000 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N3385Q
<b>Model/Series:</b>	421A 421A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	421A0115
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	08/15/1988, Annual	<b>Certified Max Gross Wt.:</b>	6300 lbs
<b>Time Since Last Inspection:</b>	48 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2293 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	GTSIO-520-A
<b>Registered Owner:</b>	HUBERT G. TOLL	<b>Rated Power:</b>	375 hp
<b>Operator:</b>	HUBERT G. TOLL	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RIV, 0 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	1555 PST	Direction from Accident Site:	249°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Broken / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19° C / 12° C
Precipitation and Obscuration:			
Departure Point:	TORRANCE, CA (TOA)	Type of Flight Plan Filed:	None
Destination:	TUCSON, AZ (TUS)	Type of Clearance:	None
Departure Time:	1531	Type of Airspace:	Class G

## Airport Information

Airport:	BANNING MUNI (LSE)	Runway Surface Type:	Asphalt
Airport Elevation:	2219 ft	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	
Runway Length/Width:	5200 ft / 150 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** JAMES A WALL **Report Date:** 06/11/1990

**Additional Participating Persons:** DAVID BOWKER; RIVERSIDE, CA  
PAUL M UITTI; TORRANCE, CA  
JOEL VALLES; TORRANCE, CA  
GARY WHITE; WICHITA, KS

**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 [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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