



National Transportation Safety Board Aviation Accident Data Summary

Location:	CABAZON, CA	Accident Number:	LAX89FA030
Date & Time:	11/01/1988, 1613 PST	Registration:	N3385Q
Aircraft:	CESSNA 421A	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

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 BARLEY 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

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

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - EMERGENCY

Findings

8. (F) OBJECT - WIRE, TRANSMISSION

9. (F) OBJECT - RESIDENCE

Occurrence #4: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - EMERGENCY

Pilot Information

Certificate:	Private	Age:	55
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	7000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3385Q
Model/Series:	421A 421A	Engines:	2 Reciprocating
Operator:	HUBERT G. TOLL	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	GTSIO-520-A
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RIV, 0 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 1000 ft agl	Wind Speed/Gusts, Direction:	3 knots / , 300°
Temperature:	19° C	Visibility	1 Miles
Precipitation and Obscuration:			
Departure Point:	TORRANCE, CA (TOA)	Destination:	TUCSON, AZ (TUS)

Airport Information

Airport:	BANNING MUNI (LSE)	Runway Surface Type:	Asphalt
Runway Used:	26	Runway Surface Condition:	Dry
Runway Length/Width:	5200 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

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