



National Transportation Safety Board Aviation Accident Final Report

Location:	COOL, CA	Accident Number:	LAX89LA298
Date & Time:	09/01/1989, 1038 PDT	Registration:	N97628
Aircraft:	STINSON 108	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

WHILE CLIMBING TO CRUISE ALTITUDE, THE ENGINE SUSTAINED A LOSS OF POWER. UNABLE TO MAINTAIN ALTITUDE, THE PILOT ELECTED TO LAND ON AN ACCESS ROAD. THE LANDING WAS UNEVENTFUL, BUT DURING THE LANDING ROLL-OUT, THE LEFT WHEEL PANT STRUCK A ROAD MARKER. THE AIRPLANE THEN YAWED TO THE LEFT, EXITED THE ROADWAY, AND WENT THRU A BARBED WIRE FENCE AND ONTO A DIRT FIELD. AN ENGINE EXAMINATION DISCLOSED THE #2 PISTON WAS DESTROYED. THE PISTON WAS NOT IDENTIFIED AS BEING THE CORRECT ONE FOR THE ENGINE. THE ENGINE HAD ACCRUED 145 HOURS SINCE MAJOR OVERHAUL. THE OVERHAUL WAS PERFORMED BY AN A&P MECHANIC.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE #2 PISTON. FAILURE OF THE MECHANIC TO PROPERLY OVERHAUL THE ENGINE WAS A RELATED FACTOR.

Findings

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

Findings

1. (C) MAINTENANCE,OVERHAUL,MAJOR - IMPROPER - OTHER MAINTENANCE PERSONNEL
2. (C) ENGINE ASSEMBLY,PISTON - FAILURE,TOTAL

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

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - SIGN
4. OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	26, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/16/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	305 hours (Total, all aircraft), 100 hours (Total, this make and model), 264 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STINSON	Registration:	N97628
Model/Series:	108 108	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	108-628
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2365 lbs
Time Since Last Inspection:	15 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	FRANKLIN
ELT:	Installed, not activated	Engine Model/Series:	6A4-165
Registered Owner:	GARY A CASSEN	Rated Power:	165 hp
Operator:	CASSEN, GARY A.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:	AUBURN, CA (AUN)	Type of Flight Plan Filed:	None
Destination:	GEORGETOWN, CA (Q61)	Type of Clearance:	None
Departure Time:	1030 PDT	Type of Airspace:	Class G

Airport Information

Airport:	AUBURN (001)	Runway Surface Type:	
Airport Elevation:	1520 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	A. D LLORENTE	Report Date:	06/16/1992
Additional Participating Persons:	DONALD J ENGLESMAN; SACRAMENTO, 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 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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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](#).