



National Transportation Safety Board Aviation Accident Final Report

Location:	VAN NUYS, CA	Accident Number:	LAX87FA072
Date & Time:	01/01/1987, 0940 PST	Registration:	N9022Y
Aircraft:	NORTH AMERICAN T-28C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Minor

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE PLTS WERE PRACTICING LNDGS, AND WERE ON THE 3RD FLT AFTER THE ENG HAD BEEN OVERHAULED. AFTER TAKEOFF FROM A TOUGH-&-GO, THE INSTRUCTOR NOTICED THAT THE OIL TEMP WAS HIGH. SOON THEREAFTER, THE ENG BEGAN TO RUN ROUGH, THEN IT SEIZED. UNABLE TO GET BACK TO THE RWY, HE LANED IN A PLOWED FLD. HE SAID HE INTENDED TO LND WITH THE GEAR RETRACTED, BUT THE ACFT TOUCHED DOWN WITH THE GEAR EXTDD, THEN BOUNCED & NOSED OVR. THE CFI BELIEVED THE STUDENT MAY HAVE EXTDD THE GEAR, JUST BFR LNDG. INV REVEALED A CATASTROPHIC INTERNAL FAILURE OF THE ENG HAD OCCURRED. THERE WAS EVIDENCE OF AN OVERSPEED. A WITNESS RPRTD THAT DUE TO IMPROPER INSTLN OF THE CARB THROTTLE ARM, THE ENG WENT TO FULL PWR, WHEN IT WAS STARTED AFTER OVERHAUL. RPRTDLY, IT STAYED AT FULL PWR FOR SVRL MIN BFR IT COULD BE SHUT DOWN. A TEARDOWN REVEALED THE CONNECTING RODS HAD FAILED, THE CYL SKIRTS WERE DMGD, 1 PISTON WAS DESTROYED & OTRS WERE DMGD, SVRL BEARINGS WERE WORN & OVERHEATED, METAL CHIPS/CONTAMINATION FND IN ENG & OIL SYS. ENG HAD BEEN OPERD ABOUT 7 HRS SINCE OVERHAUL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) ENGINE ASSEMBLY - OVERSPEED
2. (C) MAINTENANCE - IMPROPER - OTHER MAINTENANCE PERSONNEL
3. (C) ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) GEAR EXTENSION - INTENTIONAL - DUAL STUDENT
5. (F) CREW/GROUP COORDINATION - INADEQUATE - DUAL STUDENT
6. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	45, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/13/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	18156 hours (Total, all aircraft), 17801 hours (Pilot In Command, all aircraft), 270 hours (Last 90 days, all aircraft), 85 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NORTH AMERICAN	Registration:	N9022Y
Model/Series:	T-28C T-28C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	140593
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	01/20/1986, Annual	Certified Max Gross Wt.:	8300 lbs
Time Since Last Inspection:	91 Hours	Engines:	1 Reciprocating
Airframe Total Time:	8641 Hours	Engine Manufacturer:	Curtis Wright
ELT:	Not installed	Engine Model/Series:	R-1820-86B
Registered Owner:		Rated Power:	1425 hp
Operator:	RONALD S. MILLER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	VNY, 799 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0946 PST	Direction from Accident Site:	165°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	6 Miles
Lowest Ceiling:	Overcast / 15000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11° C / 4° C
Precipitation and Obscuration:			
Departure Point:	(VNY)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	0930 PST	Type of Airspace:	Class D; Class E

Airport Information

Airport:	VAN NUYS (VNY)	Runway Surface Type:	Asphalt
Airport Elevation:	799 ft	Runway Surface Condition:	Dry
Runway Used:	16R	IFR Approach:	None
Runway Length/Width:	8001 ft / 150 ft	VFR Approach/Landing:	Forced Landing; Touch and Go

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JEFF RICH	Report Date:	11/10/1992
Additional Participating Persons:			
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).