



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	VAN NUYS, CA	<b>Accident Number:</b>	LAX87FA072
<b>Date &amp; Time:</b>	01/01/1987, 0940 PST	<b>Registration:</b>	N9022Y
<b>Aircraft:</b>	NORTH AMERICAN T-28C	<b>Injuries:</b>	1 Fatal, 1 Minor
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Glider; Helicopter	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Airplane
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	NORTH AMERICAN	<b>Registration:</b>	N9022Y
<b>Model/Series:</b>	T-28C T-28C	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	RONALD S. MILLER	<b>Engine Manufacturer:</b>	Curtis Wright
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	R-1820-86B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	VNY, 799 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 15000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	11° C	<b>Visibility</b>	6 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(VNY)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	VAN NUYS (VNY)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	16R	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	8001 ft / 150 ft		

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	JEFF RICH	Adopted Date:	11/10/1992
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:pubinq@ntsb.gov">pubinq@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> .		

---

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.