



National Transportation Safety Board Aviation Accident Final Report

Location:	REDLANDS, CA	Accident Number:	LAX87LA132
Date & Time:	03/01/1987, 1430 PST	Registration:	N5466W
Aircraft:	PIPER PA-28-160	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

DURING A PLEASURE CROSS-COUNTRY FLT, THE PLT REPORTED THAT HE WAS DESCENDING FROM 8500 FT MSL TO 4000 FT MSL WITH POWER REDUCED TO 2000 RPM. THE PLT STATED THAT HE DID NOT USE THE CARBURETOR HEAT WHILE DESCENDING. WHEN PWR WAS ADDED, THE ENG DID NOT RESPOND. THE PLT INITIATED A FORCED LANDING IN AN OPEN FIELD WHERE THE ACFT COLLIDED WITH A DITCH. INVESTIGATION REVEALED THERE WAS NO EVIDENCE OF A MECHANICAL FAILURE OR MALFUNCTION. AT THE TIME OF THE ACCIDENT, THE TEMP WAS 66 DEGS F AND DEW POINT WAS 37 DEGS F. FROM THE FAA CARBURETOR ICING PROBABILITY CHART, THE ACFT WAS OPERATING IN A SERIOUS ICING AT GLIDE POWER RANGE.

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
Phase of Operation: DESCENT - NORMAL

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	56, 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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/21/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	200 hours (Total, all aircraft), 160 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5466W
Model/Series:	PA-28-160 PA-28-160	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-547
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	11/12/1986, Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2771 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-B2B
Registered Owner:	VINCENT J. MAZZELLA	Rated Power:	160 hp
Operator:	VINCENT J. MAZZELLA	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SBD, 1157 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	1455 PST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	19° C / 3° C
Precipitation and Obscuration:			
Departure Point:	MOJAVO, CA (MHV)	Type of Flight Plan Filed:	None
Destination:	REDLANDS, CA (L12)	Type of Clearance:	None
Departure Time:	1345 PST	Type of Airspace:	Class G

Airport Information

Airport:	REDLANDS (L12)	Runway Surface Type:	Dirt
Airport Elevation:	1572 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	4500 ft / 75 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DEBRA J ECKROTE	Report Date:	03/21/1988
Additional Participating Persons:	DON BERRY; RIVERSIDE, 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/ .		

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](#).