



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	REDLANDS, CA	<b>Accident Number:</b>	LAX87LA132
<b>Date &amp; Time:</b>	03/01/1987, 1430 PST	<b>Registration:</b>	N5466W
<b>Aircraft:</b>	PIPER PA-28-160	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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

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

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

### Findings

3. (F) TERRAIN CONDITION - DITCH

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	200 hours (Total, all aircraft), 160 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N5466W
<b>Model/Series:</b>	PA-28-160 PA-28-160	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	VINCENT J. MAZZELLA	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-B2B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SBD, 1157 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	12 knots / , 240°
<b>Temperature:</b>	19° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	MOJAVO, CA (MHV)	<b>Destination:</b>	REDLANDS, CA (L12)

## Airport Information

<b>Airport:</b>	REDLANDS (L12)	<b>Runway Surface Type:</b>	Dirt
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4500 ft / 75 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): DEBRA J ECKROTE      Adopted Date: 03/21/1988

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](mailto: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.