



National Transportation Safety Board Aviation Accident Data Summary

Location:	MESA, AZ	Accident Number:	LAX85LA235
Date & Time:	05/01/1985, 1557 MST	Registration:	N7415C
Aircraft:	LOCKHEED PV-2	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

FOLLOWING A DURAL ENGINE CHANG, THE PLT TEST FLEW THE ACFT. ON INITIAL CLIMB, AT ABOUT 500 FT AGL, BOTH ENGINES BEGAN BACKFIRING VIOLENTLY & LOST POWER. ACCORDING TO THE PLT, POWER SUFFICIENT FOR FLT COULD NOT BE OBTAINED, & A FORCED LDG WAS MADE ABOUT 0.75 MILES FROM THE ARPT. THE LDG OCCURRED IN OPEN DESERT TERRAIN & THE ACFT WAS SUBSTANTIALLY DAMAGED. THE PLT ACKNOWLEDGED THAT HE DID NOT CHECK THE POSITION OF THE CONTROL HANDLES FOR THE SUPERCHARGERS DURING EITHER HIS PRE-FLIGHT OR PRE-TAKEOFF INSPECTIONS. AND THE BLOWERS HAD BEEN INADVERTENTLY LEFT SET TO THE HIGH BLOWER POSITION. ACCORDING TO THE PLT, THE CHECKLIST WHICH HE WAS USING FOR THE ACFT DID NOT ADDRESS THE POSITION OF THE BLOWERS BECAUSE FOR THE PAST 15 YRS IT HAD BEEN COMPANY POLICY TO 'WIRE THE BLOWERS TO THE LOW BLOWER POSITION.'

Probable Cause

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) CHECKLIST - INACCURATE - PILOT IN COMMAND
2. (C) POWERPLANT CONTROLS - IMPROPER - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - ROUGH/UNEVEN

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	56
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Helicopter
Flight Time:	11750 hours (Total, all aircraft), 220 hours (Total, this make and model), 11000 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LOCKHEED	Registration:	N7415C
Model/Series:	PV-2 PV-2	Engines:	2 Reciprocating
Operator:	GLOBE AIR INC.	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	R-2800-31
Flight Conducted Under:	Part 91: General Aviation -		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 225°
Temperature:	35° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	MESA, AZ (FFZ)	Destination:	MESA, AZ (FFZ)

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK	Adopted 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.