



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	UPLAND, CA	<b>Accident Number:</b>	LAX83FUG11
<b>Date &amp; Time:</b>	01/01/1983, 1530 PST	<b>Registration:</b>	N3084R
<b>Aircraft:</b>	PIPER PA-28R-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE AIRCRAFT CRASHED 150 YARDS SHORT OF THE RUNWAY DURING LANDING. THE PILOT SAID THE MANIFOLD PRESSURE KEPT FALLING AS HE PROGRESSED AROUND THE FIELD IN THE TRAFFIC PATTERN. THE ENGINE WENT TO IDLE ON THE BASE LEG. THE PILOT HAD LOWERED THE GEAR BUT NOT THE FLAPS. WHEN IT BECAME APPARENT THE RUNWAY WOULD NOT BE REACHED HE PICKED A LANDING SPOT AND LOWERED THE FLAPS. THE ROUGH AREA OF LANDING TORE OFF THE LANDING GEAR AND SLOWED THE AIRCRAFT. INSPECTION SHOWED THAT THE THROTTLE CONTROL SPRING STUD ASSEMBLY NUT WAS MISSING WITH THE STUD DETACHED FROM THE THROTTLE. THE STUD WAS PLACED IN POSITION ON THE THROTTLE ARM AND FELL AWAY AFTER ABOUT 15 CYCLES OF THROTTLE ACTUATION FROM THE COCKPIT. THE ENGINE HAD JUST BEEN OVERHAULED AND INSTALLED, AND AN ANNUAL INSPECTION HAD BEEN PERFORMED ON DECEMBER 11, 1982. TOTAL TIME SINCE WAS ABOUT 10 HOURS.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

### Findings

1. (C) THROTTLE/POWER LEVER, LINKAGE - DISCONNECTED
  2. (C) MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
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Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

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Occurrence #3: COMPLETE GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN
4. LANDING GEAR, MAIN GEAR - OVERLOAD
5. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
6. LANDING GEAR, NOSE GEAR - OVERLOAD
7. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

## Factual Information

### Pilot Information

<b>Certificate:</b>		<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/19/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	376 hours (Total, all aircraft), 10 hours (Total, this make and model), 229 hours (Pilot In Command, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N3084R
<b>Model/Series:</b>	PA-28R-200 PA-28R-200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28R35643
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	12/11/1982, Annual	<b>Certified Max Gross Wt.:</b>	2600 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-360-C1C
<b>Registered Owner:</b>	ALLAN T. DIETZEL	<b>Rated Power:</b>	200 hp
<b>Operator:</b>	ALLAN T. DIETZEL	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	CABLE (CCB)	Runway Surface Type:	Dirt
Airport Elevation:	1450 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3785 ft / 75 ft	VFR Approach/Landing:	Forced Landing; Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	SARAH F RAMBY	Report Date:	
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 <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> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).