



National Transportation Safety Board Aviation Accident Data Summary

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

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

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

Findings

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

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

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

Pilot Information

Certificate:		Age:	46
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	Airplane Single-engine
Flight Time:	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

Aircraft Make:	PIPER	Registration:	N3084R
Model/Series:	PA-28R-200 PA-28R-200	Engines:	1 Reciprocating
Operator:	ALLAN T. DIETZEL	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-C1C
Flight Conducted Under:	Part 91: General Aviation - Personal		

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:	5 knots / , 240°
Temperature:	18° C	Visibility	50 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	CABLE (CCB)	Runway Surface Type:	Dirt
Runway Used:	24	Runway Surface Condition:	Dry
Runway Length/Width:	3785 ft / 75 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): SARAH F RAMBY

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.