



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	RIVERSIDE, CA	<b>Accident Number:</b>	LAX84FA045
<b>Date &amp; Time:</b>	11/03/1983, 1935 PST	<b>Registration:</b>	N15039
<b>Aircraft:</b>	PIPER PA-32-260	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

SHORTLY AFTER DEPARTURE THE PLT RADIOED IN THAT HE HAD BLOWN A ROD 'OR SOMETHING' AND WAS ABOUT TWO MILES OUT ON A RIGHT BASE LEG. HE THEN INFORMED THE TOWER THAT HE WAS NOT GOING TO MAKE THE RUNWAY AFTER WHICH THE LEFT WING CONTACTED A POWER POLE AND THE ACFT EXPLODED ON IMPACT. EXAMINATION OF THE ENGINE REVEALED FOREIGN DEBRIS IN THE OIL PUMP AND THE NUMBER SIX CONNECTING ROD COMPLETELY SEPARATED FROM THE CRANKSHAFT. THE RESPECTIVE END CAP HAD COME APART FROM THE CONNECTING ROD.

## 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  
Phase of Operation: TAKEOFF - INITIAL CLIMB

#### Findings

1. (C) ENGINE ASSEMBLY,CONNECTING ROD - SEPARATION
2. (C) LUBRICATING SYSTEM,OIL PRESSURE PUMP - FOREIGN OBJECT

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - EMERGENCY

#### Findings

3. OBJECT - UTILITY POLE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/10/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4500 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N15039
<b>Model/Series:</b>	PA-32-260 PA-32-260	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	32-7300001
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	08/01/1983, Annual	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1912 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540-E4B5
<b>Registered Owner:</b>	ROBERT J. NEWSTAT	<b>Rated Power:</b>	260 hp
<b>Operator:</b>	ROBERT J. NEWSTAT	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	RAL, 816 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1938 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:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	(RAL)	Type of Flight Plan Filed:	None
Destination:	BIG BEAR CITY, CA (L35)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class E

## Airport Information

Airport:	RIVERSIDE MUNICIPAL (RAL)	Runway Surface Type:	Asphalt; Concrete
Airport Elevation:	816 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	In-Flight
Total Injuries:	2 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	AUDREY M SCHUTTE	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> .		

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](#).