



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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: 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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	49
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ROBERT J. NEWSTAT	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	O-540-E4B5
<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>	Night/Dark
<b>Observation Facility, Elevation:</b>	RAL, 816 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>		<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(RAL)	<b>Destination:</b>	BIG BEAR CITY, CA (L35)

## Airport Information

<b>Airport:</b>	RIVERSIDE MUNICIPAL (RAL)	<b>Runway Surface Type:</b>	Asphalt; Concrete
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	AUDREY M SCHUTTE	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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.