



National Transportation Safety Board Aviation Accident Data Summary

Location:	Corona, CA	Accident Number:	LAX03FA147
Date & Time:	05/04/2003, 1453 PDT	Registration:	N1133S
Aircraft:	Cessna 411	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot lost control of his twin engine airplane and collided with terrain while returning to the departure airport after reporting an engine problem. Shortly after takeoff, about 4,000 feet msl, the pilot reported to ATC that he had an engine problem and would return to the airport. The radar plot reveals a steady descent of the airplane from 4,000 feet msl to the accident site, approximately 2 miles from the designated airport. Ground witnesses reported that they saw the airplane flying very low, about 500 feet agl, seconds prior to the accident apparently heading toward the departure airport. The witnesses reported consistent observations of the airplane "wobbling," then going into a steep knife-edge left bank before it dove into the ground. Witnesses at the airport said that the pilot sought out help in getting his radios operating prior to takeoff, telling the witness, "its been four and a half months since I've been in an airplane, I can't even figure out how to put the radios back in." No fueling records were found for the airplane at the departure airport. The last documented fueling of the airplane was on October 31, 2002, with the addition of 56.2 gallons. Witnesses reported that the airplane did not take on any fuel immediately prior to the flight on May 4th. The flight was the first flight since the airplane received its annual inspection 2 months prior to the accident, and, it was the pilot's first flight after 4 months of inactivity. It is a common practice for maintenance personnel to pull the landing light circuit breakers during maintenance to prevent the fuel transfer pumps, which are wired through the landing light system, from operating continuously. The fuel transfer pumps move fuel from the forward part of the main fuel tank to the center baffle area where it is picked up and routed to the engine. It is conceivable that these circuit breakers were not reset by the pilot for this flight. Wreckage examination revealed a post accident fire on the right wing of the airplane and no fire on the left wing. Additionally, only a small amount of fuel was identified around the left wing tanks after the accident, and no hydraulic deformation was observed to the left main tank or the internal baffles. The landing gear bellcrank indicates that the landing gear was in the down position. The engine and propeller post impact signatures indicate that the left engine was operating at a low power setting (wind milling), while the right engine and propeller indicate a high power setting. Disassembly and inspection of the internal propeller hub components showed that the left propeller was not feathered. The left engine is the critical engine and loss of power in that engine would make directional control more difficult at slower speeds. The airplane owners manual states that "climb or continued level flight at a moderate altitude is improbable with the landing gear extended or the propeller wind milling." The single engine flight procedure delineated in the manual dictates a higher than normal altitude for a successful single engine landing approach.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to properly configure the airplane for a one engine inoperative condition (including his failure to feather the propeller of the affected engine, retract the landing gear, and

maintain minimum single engine speed). Factors related to the accident were fuel starvation of the left engine, due to an inadequate fuel supply in the left tanks, inoperative fuel transfer pumps, and the pilot's decision to takeoff with out fueling.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL

Phase of Operation: CRUISE - NORMAL

Findings

1. 1 ENGINE
2. (F) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. (F) IMPROPER DECISION - PILOT IN COMMAND
4. (F) FUEL SYSTEM,PUMP - DISENGAGED

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

5. (F) PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
6. (C) GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
7. AIRCRAFT PERFORMANCE,ENGINE OUT CAPABILITY - EXCEEDED
8. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

9. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Commercial	Age:	68
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	3901 hours (Total, all aircraft), 412 hours (Total, this make and model), 3901 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1133S
Model/Series:	411	Engines:	2 Reciprocating
Operator:	Roger L. Maino	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	GTSIO-520-C
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:	KRAL, 818 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 3900 ft agl	Wind Speed/Gusts, Direction:	6 knots / , Variable
Temperature:	19° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Corona, CA (KAJO)	Destination:	Santa Monica, CA (KSMO)

Airport Information

Airport:	Corona Municipal (AJO)	Runway Surface Type:	Unknown
Runway Used:	NA	Runway Surface Condition:	Unknown
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	33.896667, -117.574167		

Administrative Information

Investigator In Charge (IIC):	Van S McKenny	Adopted Date:	12/28/2004
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/ .		

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