



National Transportation Safety Board Aviation Accident Final Report

Location:	SCHELLVILLE, CA	Accident Number:	LAX82FA255
Date & Time:	07/13/1982, 1745 PDT	Registration:	N27GP
Aircraft:	MITSUBISHI MU-2B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

AT APPROXIMATELY 800 FT DOWN THE LEFT SIDE OF THE RWY THE LEFT ENG EXPERIENCED A POWER LOSS. THE ACFT SWERVED OFF THE LEFT SIDE OF THE RWY COLLIDING WITH A DRAINAGE DITCH & COMING TO REST INVERTED. EXAMINATION OF THE FUEL CONTROL UNIT REVEALED THAT THE BELLOWS WITHIN THE ASSEMBLY WERE FOUND IN AN EXTENDED POSITION, INDICATING A LEAK INTO THE EVACUATED AREA. A FAILURE WAS NOTED AT THE SEAM IN THE BELLOWS. IN ADDITION, EXAMINATION OF THE PROPELLER REVEALED THAT THE START LOCKS WERE ENGAGED & THE BLADES WERE AT THE START LOCK POSITION AT IMPACT. IN ORDER TO ENGAGE THE START LOCKS, THE POWERLEVER HAS TO BE MOVED TO REVERSE DURING SHUTDOWN WITH THE ENG RPM BELOW 50%. AFTER ENG START THE PLT MUST AGAIN RETARD THE POWER LEVERS TO REVERSE TO DISENGAGE THE START LOCKS. THE LOCKS WILL NOT DISENGAGE AFTER THE POWER LEVER IS SET TO THE FLIGHT RANGE.

Probable Cause and Findings

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: TAKEOFF - ROLL/RUN

Findings

1. (C) FUEL SYSTEM,FUEL CONTROL - FAILURE,PARTIAL
2. (C) FUEL SYSTEM,FUEL CONTROL - LEAK
3. (C) PROPELLER SYSTEM/ACCESSORIES - ENGAGED
4. (C) PROPELLER - IMPROPER USE OF - PILOT IN COMMAND
5. (C) PERFORMANCE DATA - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

6. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

8. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
9. (F) TERRAIN CONDITION - DITCH

Occurrence #4: NOSE OVER
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Commercial	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/06/1980
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6500 hours (Total, all aircraft), 134 hours (Total, this make and model), 6300 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MITSUBISHI	Registration:	N27GP
Model/Series:	MU-2B MU-2B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	027
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	8930 lbs
Time Since Last Inspection:	24 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	2254 Hours	Engine Manufacturer:	AIRESEARCH
ELT:	Installed	Engine Model/Series:	TPE 331-25AA
Registered Owner:	ROBERT MARSHALL JR.	Rated Power:	575 hp
Operator:	ROBERT MARSHALL JR.	Operating Certificate(s) Held:	

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	20 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	80° C / 0° C
Precipitation and Obscuration:			
Departure Point:	SCHELLVILLE, CA (0Q3)	Type of Flight Plan Filed:	None
Destination:	OAKLAND, CA (OAK)	Type of Clearance:	None
Departure Time:	1745	Type of Airspace:	

Airport Information

Airport:	SCHELLVILLE (0Q3)	Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	2900 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Report Date:	07/13/1983
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 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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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](#).