



National Transportation Safety Board Aviation Accident Final Report

Location:	SIMI VALLEY, CA	Accident Number:	LAX85FA376
Date & Time:	08/30/1985, 1736 PDT	Registration:	N6490V
Aircraft:	CESSNA T303	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Serious

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE ACFT COLLIDED WITH TREES DURING A FORCED LANDING FOLLOWING A LOSS OF PWR. THE STUDENT PLT STATED THE FLT WAS NORMAL UNTIL A 'VIOLENT RIGHT YAW' DEVELOPED WHEN THE TROTTLES WERE ADVANCED TO RECOVER FROM A PRACTICE STALL. AS THE CFI TOOK OVER THE CONTROLS AND ATTEMPTED RECOVERY A 'SUBSTANTIAL LOSS OF POWER' OCCURRED ON BOTH ENGS. A FORCED LANDING WAS MADE IN A FLD DURING WHICH THE LEFT WING CONTACTED TREES AND THE ACFT WAS ENGULFED IN FLAMES. POST ACCIDENT EXAMINATION OF THE LEFT ENG FAILED TO DISCLOSE ANY DISCREPANCIES. DISCREPANCIES WERE NOTED ON THE RIGHT ENG. 1) THE FUEL CONTROLLER FUEL LINE 'TEE' FITTING WAS CRACKED AROUND 50% OF ITS CIRCUMFERENCE. (DUCTILE OVERLOAD) 2) THE TURBOCHARGER GASKET ON THE INLET SIDE OF THE TURBINE SHOWED LEAKAGE AOUND 70% OF THE GASKET ARE. THE ACFT HAD A HISTORY OF SYMPTOMS OF FUEL VAPORIZATION WHICH SUBSIDED WITH USE OF THE AUX FUEL PUMP AS THE ENG MANUFACTORER SUGGESTS. IT IS UNKNOWN IF THE AUX PUMP WAS USED DURING THIS ACCIDENT.

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(TOTAL) - MECH FAILURE/MALF
Phase of Operation: MANEUVERING

Findings

1. (F) FUEL SYSTEM,LINE - LEAK
 2. (C) MAINTENANCE,INSTALLATION - IMPROPER - MANUFACTURER
 3. (F) EXHAUST SYSTEM,TURBOCHARGER - LEAK
 4. (F) FUEL SYSTEM,LINE FITTING - CRACKED
 5. FLUID,FUEL - STARVATION
 6. (F) WEATHER CONDITION - TEMPERATURE EXTREMES
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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING

Findings

7. (F) FLUID,FUEL - STARVATION
 8. (F) WEATHER CONDITION - TEMPERATURE EXTREMES
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

9. (F) OBJECT - TREE(S)
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	30, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/07/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3365 hours (Total, all aircraft), 127 hours (Total, this make and model), 3240 hours (Pilot In Command, all aircraft), 178 hours (Last 90 days, all aircraft), 112 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6490V
Model/Series:	T303 T303	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	T30300312
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	07/23/1985, Annual	Certified Max Gross Wt.:	5000 lbs
Time Since Last Inspection:	1 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-AE
Registered Owner:	RAYMOND J. RISHER, P.F. MARGO	Rated Power:	250 hp
Operator:	GUNNELL AVIATION	Operating Certificate(s) Held:	On-demand Air Taxi (135)

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:	1721	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 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:		Temperature/Dew Point:	29° C
Precipitation and Obscuration:			
Departure Point:	SANTA MONICA, CA (SMO)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1645 PDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	A D LLORENTE	Report Date:	
Additional Participating Persons:	L SCHAUSTAL; VAN NUYS, CA MICHAEL GRIMES; LANCASTER, CA WILLIAM ROSS REX MCBRATNEY; WICHITA, KS		
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](#).