



National Transportation Safety Board Aviation Accident Final Report

Location:	CORONA, CA	Accident Number:	LAX87FA337
Date & Time:	09/14/1987, 1130 PDT	Registration:	N902RG
Aircraft:	PIPER AEROSTAR 601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE AIRPLANE WAS REFUELED BEFORE IT DEPT ON THE ACCD FLIGHT; THE PILOT DID NOT SUPERVISE THE FUELING. SHORTLY AFTER TAKEOFF, THE PLT ADVISED THE ONTARIO DEPT CONTROLLER THAT BOTH ENGINES WERE EXPERIENCING A POWER LOSS AND THAT HE SUSPECTED JET FUEL CONTAMINATION. THE AIRPLANE COLLIDED WITH A BERM DURING THE ENSUING FORCED LANDING. THE INVESTIGATION REVEALED THAT THE FBO FUELED THE AIRPLANE WITH 131.3 GALS OF JET A FUEL. INVESTIGATORS DID NOT LOCATE ANY WITNESSES WHO SAW THE PLT PREFLT THE AIRPLANE. THE PILOT SUSTAINED SEVERE HEAD INJURIES & COULD NOT RECALL IF HE HAD PREFLIGHTED THE AIRPLANE - THE RT FRONT SEAT PAX WAS NOT PRESENT WHEN THE PLT BOARDED THE AIRCRAFT.

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) - NONMECHANICAL
Phase of Operation: CLIMB - TO CRUISE

Findings

1. ALL ENGINES
 2. (C) FLUID,FUEL GRADE - INCORRECT
 3. (C) REFUELING - IMPROPER - FBO PERSONNEL
 4. (F) INADEQUATE INITIAL TRAINING - FBO PERSONNEL
 5. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

6. TERRAIN CONDITION - BERM

Factual Information

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/21/1987
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	4634 hours (Total, all aircraft), 120 hours (Total, this make and model), 4634 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N902RG
Model/Series:	AEROSTAR 601P AEROSTAR 6	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	07/03/1987, Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	15 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1295 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-S1A5
Registered Owner:	REDDINGTON INVESTMENTS INC	Rated Power:	290 hp
Operator:	CAL AERO AIRCRAFT SALES, INC	Operating Certificate(s) Held:	None

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:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29° C / -18° C
Precipitation and Obscuration:			
Departure Point:	(CNO)	Type of Flight Plan Filed:	None
Destination:	CARLSBAD, CA (CRQ)	Type of Clearance:	None
Departure Time:	1123 PDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	A D LLORENTE	Report Date:	07/03/1989
Additional Participating Persons:	JIM F GREENE; RIVERSIDE, CA		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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](#).