



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LONG BEACH, CA	<b>Accident Number:</b>	LAX92FA017
<b>Date &amp; Time:</b>	10/26/1991, 0901 PDT	<b>Registration:</b>	N3843C
<b>Aircraft:</b>	CESSNA 414	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT REPORTED THAT HE HAD LOST THE LEFT ENGINE DURING THE INITIAL CLIMB PHASE OF A CROSS-COUNTRY FLIGHT. GROUND WITNESSES OBSERVED THAT THE AIRPLANE'S LANDING GEAR WAS DOWN AND THE LEFT PROPELLER WAS FEATHERED AS IT TURNED LEFT ONTO THE DOWNWIND LEG OF THE TRAFFIC PATTERN. OTHER WITNESSES OBSERVED THE AIRPLANE'S WINGS DIP BEFORE IT NOSED OVER INTO THE TERRAIN WHILE TURNING ONTO THE FINAL APPROACH COURSE. THE AIRPLANE STRUCK THE GROUND AND A FENCE THAT SEPARATED TWO RESIDENTIAL YARDS. THE WRECKAGE EXAMINATION DISCLOSED THAT THE LEFT ENGINE'S SCAVENGE PUMP FAILED. THIS FAILURE LED THE PILOT TO BELIEVE THAT THE ENGINE FAILED. THE PILOT'S IMPROPER EMERGENCY PROCEDURES BY FAILING TO RETRACT THE LANDING GEAR AND MAINTAIN AIRSPEED PRECIPITATED THE RESULTING STALL AND UNCONTROLLED DESCENT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER EMERGENCY PROCEDURES BY NOT RETRACTING THE LANDING GEAR WHEN HE SHUT THE ENGINE DOWN AND HIS FAILURE TO MAINTAIN AIRSPEED. THE SCAVENGE PUMP FAILURE, SHUTTING DOWN THE ENGINE AND THE INADVERTENT STALL WERE FACTORS IN THE ACCIDENT.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) LUBRICATING SYSTEM,OIL SCAVENGE PUMP - FAILURE,TOTAL

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

### Findings

2. (F) POWERPLANT - SWITCHED OFF

3. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

4. (F) PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND

5. (C) GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

6. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND

7. (F) STALL - INADVERTENT - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	01/10/1991
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	1510 hours (Total, all aircraft), 317 hours (Total, this make and model), 1377 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N3843C
<b>Model/Series:</b>	414 414	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	4140846
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	12/02/1990, Annual	<b>Certified Max Gross Wt.:</b>	6350 lbs
<b>Time Since Last Inspection:</b>	180 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2711 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520-N
<b>Registered Owner:</b>	CRAGO, WILLIAM T. & GERALDINE	<b>Rated Power:</b>	310 hp
<b>Operator:</b>	CRAGO, WILLIAM T. & GERALDINE	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LGB, 57 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0903 PDT	Direction from Accident Site:	320°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 5000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18° C / 13° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	SCOTTSDALE, AZ (SDL)	Type of Clearance:	IFR
Departure Time:	0900 PDT	Type of Airspace:	Class D

## Airport Information

Airport:	DAUGHERTY FIELD (LGB)	Runway Surface Type:	Asphalt
Airport Elevation:	57 ft	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	10000 ft / 200 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	James A Wall	Report Date:	04/23/1993
Additional Participating Persons:	JOHN GOLDFUSS; LONG BEACH, CA MICHAEL J GRIMES; MOBILE, AL JOHN HUY; 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 <a href="mailto:pubin@ntsb.gov">pubin@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).