



National Transportation Safety Board Aviation Accident Final Report

Location:	SAN DIEGO, CA	Accident Number:	LAX83FA104
Date & Time:	02/17/1983, 1913 PST	Registration:	N90353
Aircraft:	Piper 601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	5 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

WHILE TAKING OFF, THE ACFT CLIMBED APRX 100 TO 200 FT, THEN BEGAN LOOSING ALT. DURING A FORCED LANDING ON A STREET, IT HIT A PARKED CAR & A LIGHT POLE & BURST IN FLAMES. THE PLT, WHO LATER EXPIRED, SAID THAT NEITHER ENG DEVELOPED FULL POWER (2575 RPM). HE SAID THIS WAS NOT UNUSUAL WHEN POWER WAS 1ST APPLIED, BUT SAID FULL RPM WAS GENERALLY OBTAINED SHORTLY AFTER THE ROLL WAS BEGUN. AFTER BEING COMMITTED FOR TAKEOFF, BOTH RPM'S WERE REPORTEDLY BETWEEN 2300 & 2400 RPM. SVRL WITNESSES STATED THE ENGS SOUNDED LIKE THEY WERE RUNNING ROUGH. A WITNESS REPORTED THE ACFT SWERVED 'AS THO THE PLTHAD DIFFICULTY WITH THE L ENG.' REPORTEDLY, THE PLT 'DROPPED SOME MORE FLAPS' BELOW THE 20 DEG TAKEOFF SETTING 'IN ORDERTO PULL IT OFF' & RAISED THE GEAR IMMEDIATELY AFTER LIFT-OFF. ENG TEARDOWNS REVEALED EXCESSIVE SPARK PLUG GAPS, 1 MAG ON THE R ENG HAD A .008 POINT GAP (.016 REQUIRED), ITS #1 & #4 DISTRIBUTOR BLOCKS WERE CRACKED & THE #1 & #6 LEADS WOULD NOT FIRE PROPERLY. HARTZELL F-6-5A PROP GOVERNORS INSTALLED IN PLACE OF F-6-35A. ACFT WAS APRX 348 LBS OVER MAX WT LMT.

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) MAINTENANCE - IMPROPER - OTHER MAINTENANCE PERSONNEL
2. (C) PROPELLER SYSTEM/ACCESSORIES,GOVERNOR - IMPROPER
3. (C) IGNITION SYSTEM,MAGNETO - CRACKED
4. (C) IGNITION SYSTEM,MAGNETO - ERRATIC
5. (C) IGNITION SYSTEM,SPARK PLUG - WORN

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING

Findings

6. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
7. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
8. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
9. (F) LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
10. (F) LIFT-OFF - PREMATURE - PILOT IN COMMAND

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

Findings

11. (F) LIGHT CONDITION - NIGHT
12. (F) OBJECT - VEHICLE
13. (F) OBJECT - UTILITY POLE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/24/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N90353
Model/Series:	601P 601P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	61P-0211-021
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	05/20/1983, Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-S1A5
Registered Owner:	MARDEN G. DIXON	Rated Power:	290 hp
Operator:	MARDEN G. DIXON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	MYF, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1900 PST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	15° C / 8° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	PROVO, UT	Type of Clearance:	None
Departure Time:	1910 PST	Type of Airspace:	Class G

Airport Information

Airport:	MONTGOMERY (MYF)	Runway Surface Type:	Asphalt
Airport Elevation:	423 ft	Runway Surface Condition:	Dry
Runway Used:	28R	IFR Approach:	None
Runway Length/Width:	3400 ft / 150 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	5 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	A. D LLORENTE	Report Date:	
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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