



# National Transportation Safety Board

## Aviation Accident Final Report

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<b>Location:</b>	SIMI VALLEY, CA	<b>Accident Number:</b>	LAX85FA376
<b>Date &amp; Time:</b>	08/30/1985, 1736 PDT	<b>Registration:</b>	N6490V
<b>Aircraft:</b>	CESSNA T303	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Serious
<b>Flight Conducted Under:</b>		Part 91: General Aviation - Instructional	

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## 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 AROUND 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 MANUFACTURER 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

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<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>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/07/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6490V
<b>Model/Series:</b>	T303 T303	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	T30300312
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	07/23/1985, Annual	<b>Certified Max Gross Wt.:</b>	5000 lbs
<b>Time Since Last Inspection:</b>	1 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520-AE
<b>Registered Owner:</b>	RAYMOND J. RISHER,P.F.MARGO	<b>Rated Power:</b>	250 hp
<b>Operator:</b>	GUNNELL AVIATION	<b>Operating Certificate(s) Held:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsb.gov/pubdms/">http://dms.ntsb.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](#).