



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MESA, AZ	<b>Accident Number:</b>	LAX85LA235
<b>Date &amp; Time:</b>	05/01/1985, 1557 MST	<b>Registration:</b>	N7415C
<b>Aircraft:</b>	LOCKHEED PV-2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

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## Analysis

FOLLOWING A DURAL ENGINE CHANG, THE PLT TEST FLEW THE ACFT. ON INITIAL CLIMB, AT ABOUT 500 FT AGL, BOTH ENGINES BEGAN BACKFIRING VIOLENTLY & LOST POWER. ACCORDING TO THE PLT, POWER SUFFICIENT FOR FLT COULD NOT BE OBTAINED, & A FORCED LDG WAS MADE ABOUT 0.75 MILES FROM THE ARPT. THE LDG OCCURRED IN OPEN DESERT TERRAIN & THE ACFT WAS SUBSTANTIALLY DAMAGED. THE PLT ACKNOWLEDGED THAT HE DID NOT CHECK THE POSITION OF THE CONTROL HANDLES FOR THE SUPERCHARGERS DURING EITHER HIS PRE-FLIGHT OR PRE-TAKEOFF INSPECTIONS. AND THE BLOWERS HAD BEEN INADVERTENTLY LEFT SET TO THE HIGH BLOWER POSITION. ACCORDING TO THE PLT, THE CHECKLIST WHICH HE WAS USING FOR THE ACFT DID NOT ADDRESS THE POSITION OF THE BLOWERS BECAUSE FOR THE PAST 15 YRS IT HAD BEEN COMPANY POLICY TO 'WIRE THE BLOWERS TO THE LOW BLOWER POSITION.'

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (C) CHECKLIST - INACCURATE - PILOT IN COMMAND
  2. (C) POWERPLANT CONTROLS - IMPROPER - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<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; Helicopter	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	11/14/1984
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	11750 hours (Total, all aircraft), 220 hours (Total, this make and model), 11000 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	LOCKHEED	<b>Registration:</b>	N7415C
<b>Model/Series:</b>	PV-2 PV-2	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	151608
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	33000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	R-2800-31
<b>Registered Owner:</b>	GLOBE AIR INC.	<b>Rated Power:</b>	1450 hp
<b>Operator:</b>	GLOBE AIR INC.	<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:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	225°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	35° C
Precipitation and Obscuration:			
Departure Point:	MESA, AZ (FFZ)	Type of Flight Plan Filed:	None
Destination:	MESA, AZ (FFZ)	Type of Clearance:	None
Departure Time:	1550 MST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	Unknown
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK	Report Date:	
Additional Participating Persons:	BARRY PHILLIPS; SCOTTSDALE, AZ		
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.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](#).