



National Transportation Safety Board Aviation Accident Final Report

Location:	SEPULVEDA, CA	Accident Number:	LAX85FA169
Date & Time:	03/06/1985, 1858 PST	Registration:	N777PL
Aircraft:	Smith, Ted Aerostar 601	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE ACFT CRASHED INTO A RESIDENCE 2 MILES SHORT OF THE RWY AFTER LOSS OF PWR ON THE LEFT ENG. THIS ENG WAS FEATHERED, THE GEAR WAS EXTENDED, BUT THE FLAPS REMAINED UP AS THE ACFT CONTINUED THE LNDG APPROACH. POST ACC INVESTIGATION REVEALED NO IRREGULARITIES IN THE FUNCTIONING OF THE ACFT. THE PLT HAD RADIOED THE REPORT OF PWR LOSS BUT HAD STATED THAT HE WOULD NOT NEED THE EMERGENCY EQUIPMENT.

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

Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (F) ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2: UNDERSHOOT

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

Findings

2. (C) PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

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

Findings

3. (F) OBJECT - RESIDENCE

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):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/02/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1820 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Smith, Ted Aerostar	Registration:	N777PL
Model/Series:	601 601	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	61-0334-111
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	08/20/1984, Annual	Certified Max Gross Wt.:	5700 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	1490 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	I0-540-51A5
Registered Owner:		Rated Power:	290 hp
Operator:	WILD BLUE, LTD.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	VNY, 800 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1858 PST	Direction from Accident Site:	160°
Lowest Cloud Condition:	Scattered / 10000 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	8° C / 2° C
Precipitation and Obscuration:			
Departure Point:	SANTA ANA, CA (SNA)	Type of Flight Plan Filed:	None
Destination:	VAN NUYS, CA (VNY)	Type of Clearance:	VFR
Departure Time:	1838 PST	Type of Airspace:	Class D; Class E

Airport Information

Airport:	VAN NUYS (VNY)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	AUDREY M SCHUTTE	Report Date:	
Additional Participating Persons:	DENNIS WALLINGFORD; VAN NUYS, 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 pubinq@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](#).