



National Transportation Safety Board Aviation Accident Final Report

Location:	NEWPORT BEACH, CA	Accident Number:	LAX89FA140
Date & Time:	03/31/1989, 0835 PST	Registration:	CGWPS
Aircraft:	PIPER PA-60-601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	5 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

SVRL MECHANIC WITNESSES AT THE ARPT SAID THE RGT ENG BACKFIRED & TRAILED BLACK SMOKE DURING THE TAKEOFF GROUND ROLL. RPRTDLY, THE TAKEOFF ROLL WAS ABOUT 80% LONGER THAN NORMAL. WITNESSES SAID THE ACFT STAGGERED OFF THE GROUND, WAS SLOW & NEVER GOT ABOVE 100 FEET AGL. THE PLT RPRTD TO THE TOWER THAT THE FLT HAD TO COME BACK TO THE RWY. SHORTLY THEREAFTER, WITNESSES SAW THE ACFT ENTER A STEEP LEFT TURN, APPARENTLY STALL, THEN CRASH INTO SOME TENNIS COURTS. AN INVESTIGATION REVEALED EVIDENCE THAT THE RGT ENG HAD LOST POWER. A MODIFICATION KIT FOR THE FUEL INJECTOR REFERENCE AIR LINES WAS INCORRECTLY INSTALLED & ALLOWED AN UNFILTERED AIR SOURCE. SPECTRAL ANALYSIS OF RESIDUE (FROM THE RGT ENG TURBO CHARGER COMPRESSOR) REVEALED THAT IT HAD THE SAME COMPOSITION AS THE ALTERNATE AIR DOOR SEAL. TRACES OF THE MATERIAL WERE FOUND IN THE FUEL INJECTOR REFERENCE AIR LINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO ATTAIN ADEQUATE AIRSPEED BEFORE MANEUVERING (TURNING) BACK TOWARD THE AIRPORT, WHICH RESULTED IN A LOSS OF AIRCRAFT CONTROL. A FACTOR RELATED TO THE ACCIDENT WAS: IMPROPER MAINTENANCE/INSTALLATION OF A FUEL INJECTOR REFERENCE AIR LINE, WHICH ALLOWED CONTAMINATION OF THE INJECTORS AND LOSS OF POWER IN THE RIGHT ENGINE.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF

Findings

1. 1 ENGINE
 2. (F) INDUCTION AIR CONTROL/SYSTEM - IMPROPER
 3. (F) MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
 4. (F) FUEL SYSTEM,INJECTOR - CONTAMINATION
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
 6. MANEUVER - INITIATED - PILOT IN COMMAND
 7. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
 8. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 9. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 10. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Foreign; Private	Age:	35, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/15/1987
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1490 hours (Total, all aircraft), 243 hours (Total, this make and model), 1440 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	CGWPS
Model/Series:	PA-60-601P PA-60-601P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	61P-0522-219
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	07/18/1988, Unknown	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	204 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1908 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-S1A5
Registered Owner:	RICHARDSONS JEWELLERY LTD.	Rated Power:	290 hp
Operator:	ANTHONY DEIS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SNA, 54 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	0835 PST	Direction from Accident Site:	358°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	4 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / 13° C
Precipitation and Obscuration:			
Departure Point:	(SNA)	Type of Flight Plan Filed:	IFR
Destination:	POCATELLO, ID (PIH)	Type of Clearance:	IFR
Departure Time:	0830 PST	Type of Airspace:	Class D; Class E

Airport Information

Airport:	JOHN WAYNE (SNA)	Runway Surface Type:	Asphalt
Airport Elevation:	54 ft	Runway Surface Condition:	Dry
Runway Used:	19R	IFR Approach:	None
Runway Length/Width:	5700 ft / 150 ft	VFR Approach/Landing:	Precautionary 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:	None
Total Injuries:	5 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JEFF RICH	Report Date:	05/15/1992
Additional Participating Persons:	DON GORDON; LONG BEACH, CA LEWIS MASON; VERO BEACH, FL GREGORY ERICKSON; WILLIAMSPORT, PA DAN GALLAGHER; PIQUA, OH		
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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