



National Transportation Safety Board Aviation Accident Final Report

Location:	CABAZON, CA	Accident Number:	LAX89FA030
Date & Time:	11/01/1988, 1613 PST	Registration:	N3385Q
Aircraft:	CESSNA 421A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE PLT CONTACTED THE ARSA CONTROLLER FOR ADVISORIES AFTER LOSING PWR ON THE RIGHT ENG OVER AN AIR FORCE BASE. THE CONTROLLER ADVISED THE PLT THAT HIS POSITION WAS NEAR A CIVILIAN ARPT WITH LIMITED MAINTENANCE FACILITIES AND AN AIR FORCE BASE. THE PLT ADVISED THAT HE DESIRED TO CONTINUE TO A LARGER CIVILIAN ARPT ALONG HIS ROUTE WHERE HE COULD OBTAIN SERVICE. THE PLT THEN INFORMED THE CONTROLLER THAT HE COULD BARLEY SEE THE GROUND AND THAT HE WAS UNABLE TO MAINTAIN ALT DUE TO THE PROPELLER NOT FEATHERING. THE ACFT OVERFLEW A SMALL CIVILIAN ARPT AND THE PLT TOLD THE UNICOM OPERATOR THAT HE WOULD ATTEMPT TO LAND ON AN INTERSTATE HWY. THE ACFT OVERFLEW THE HWY AND IMPACTED AN ELECTRICAL TRANSMISSION LINE AND COLLIDED WITH A RESIDENCE. POST ACCIDENT INSPECTION REVEALED THE RIGHT ENG #3 CYLINDER HEAD FRACTURED ALLOWING THE HEAD TO DISPLACE OUTWARD 3/8 INCH. FRACTURE RESULTED FROM FATIGUE AT THREADED AREA BTW HEAD AND CYLINDER. THE PROPELLER GOVERNOR OPERATED NORMALLY DURING FUNCTIONAL TESTING AFTER THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S POOR DECISION AND MISJUDGEMENT OF DISTANCE. THE SEPARATION OF THE CYLINDER, FAILURE OF THE PROPELLER TO FEATHER, AND IMPACT WITH WIRES AND A RESIDENCE WERE FACTORS IN THE ACCIDENT.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) ENGINE ASSEMBLY,CYLINDER - FATIGUE
 2. (C) ENGINE ASSEMBLY,CYLINDER - SEPARATION
 3. (F) PROPELLER FEATHERING - NOT POSSIBLE - PILOT IN COMMAND
 4. (F) REASON FOR OCCURRENCE UNDETERMINED
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

5. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 6. (F) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 7. DISTANCE - MISJUDGED - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

8. (F) OBJECT - WIRE,TRANSMISSION
 9. (F) OBJECT - RESIDENCE
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Occurrence #4: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Factual Information

Pilot Information

Certificate:	Private	Age:	55, 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:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/15/1988
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	7000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3385Q
Model/Series:	421A 421A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	421A0115
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	08/15/1988, Annual	Certified Max Gross Wt.:	6300 lbs
Time Since Last Inspection:	48 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2293 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	GTSIO-520-A
Registered Owner:	HUBERT G. TOLL	Rated Power:	375 hp
Operator:	HUBERT G. TOLL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RIV, 0 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	1555 PST	Direction from Accident Site:	249°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Broken / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19° C / 12° C
Precipitation and Obscuration:			
Departure Point:	TORRANCE, CA (TOA)	Type of Flight Plan Filed:	None
Destination:	TUCSON, AZ (TUS)	Type of Clearance:	None
Departure Time:	1531	Type of Airspace:	Class G

Airport Information

Airport:	BANNING MUNI (LSE)	Runway Surface Type:	Asphalt
Airport Elevation:	2219 ft	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	
Runway Length/Width:	5200 ft / 150 ft	VFR Approach/Landing:	Forced Landing

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:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JAMES A WALL	Report Date:	06/11/1990
Additional Participating Persons:	DAVID BOWKER; RIVERSIDE, CA PAUL M UITTI; TORRANCE, CA JOEL VALLES; TORRANCE, CA GARY WHITE; 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 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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