



# National Transportation Safety Board

## Aviation Accident Final Report

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Location:	FRESNO, CA	Accident Number:	LAX90FA209
Date & Time:	06/06/1990, 1715 PDT	Registration:	N803FE
Aircraft:	CESSNA 208A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

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### Analysis

THE ENGINE LOST OIL PRESS WHILE CLIMBING THROUGH 6,000 FT, AND THE PILOT REQUESTED TO RETURN TO HIS DEPARTURE AIRPORT. ATC INFORMED THE PILOT OF A CLOSER AIRPORT. THE PILOT SECURED THE ENGINE, FEATHERED THE PROP, AND MADE A POWER-OFF DESCENT TO THE AIRPORT. THE PILOT ELECTED TO MAKE A DOWNWIND APPROACH TO RWY 12L DUE TO HIS ALTITUDE. THE AIRPLANE OVERFLEW THE RUNWAY AND TOUCHED DOWN PAST THE DEPARTURE END. IT PENETRATED THE AIRPORT PERIMETER FENCE, STRUCK SEVERAL TREES, A SIGN POST, A LIGHT POLE, AND AN AUTO BEFORE COMING TO REST IN A RESIDENTIAL AREA. EXAMINATION OF THE WRECKAGE REVEALED THE LOSS OF PRESSURE WAS DUE TO OIL LEAKING. THE OIL FILLER CAP WAS FOUND IMPROPERLY ADJUSTED AFTER THE ORIGINAL INSTALLATION. THE MAINTENANCE MANUAL DOES NOT APPROVE ANY FIELD REPAIRS ON THE OIL FILLER CAP ENGAGING MECHANISMS. THE AIRPLANE'S FLAPS WERE FOUND AT A 7 DEG INTERMEDIATE SETTING.

### Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF ENGINE OIL PRESSURE DUE TO IMPROPER MAINTENANCE PERFORMED ON THE ENGINE OIL FILLER CAP BY AN UNKNOWN PERSON. IN ADDITION, THE PILOT MISJUDGED HIS LANDING APPROACH TO THE RUNWAY DURING THE FORCED LANDING WHICH RESULTED IN AN OVERSHOOT AND COLLISION WITH OBJECTS. A TAILWIND CONTRIBUTED TO THE OVERSHOOT.

## Findings

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

### Findings

1. (C) LUBRICATING SYSTEM,OIL FILLER CAP - LEAK
2. (C) MAINTENANCE,ADJUSTMENT - IMPROPER - UNKNOWN
3. (C) FLUID,OIL - PRESSURE TOO LOW

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Occurrence #2: FORCED LANDING  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

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Occurrence #3: OVERRUN  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

4. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
6. (F) WEATHER CONDITION - TAILWIND
7. (C) LOWERING OF FLAPS - DELAYED - PILOT IN COMMAND

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Occurrence #4: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

8. OBJECT - FENCE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<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>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/23/1990
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	9275 hours (Total, all aircraft), 335 hours (Total, this make and model), 9060 hours (Pilot In Command, all aircraft), 140 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N803FE
<b>Model/Series:</b>	208A 208A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	208 0015
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	03/06/1990, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	8035 lbs
<b>Time Since Last Inspection:</b>	82 Hours	<b>Engines:</b>	1 Turbo Prop
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	PT6-114A
<b>Registered Owner:</b>	FEDERAL EXPRESS CORPORATION	<b>Rated Power:</b>	600 hp
<b>Operator:</b>	WEST AIR INDUSTRIES	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	AWHA

## 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:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32°C / 13°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	OAKLAND, CA (OAK)	Type of Clearance:	IFR
Departure Time:	1701 PDT	Type of Airspace:	Class E; TRSA

## Airport Information

Airport:	FRESNO-CHANDLER DOWNTOWN (FCH)	Runway Surface Type:	Asphalt
Airport Elevation:	278 ft	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	THOMAS H WILCOX	Report Date:	12/14/1992
Additional Participating Persons:			
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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