



National Transportation Safety Board Aviation Accident Final Report

Location:	NORTH HOLLYWOOD, CA	Accident Number:	LAX91LA164
Date & Time:	04/07/1991, 1919 PDT	Registration:	N9113X
Aircraft:	PIPER PA 46	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

A PIPER PA 46-310P LOSS ENGINE POWER AND COLLIDED WITH A TELEPHONE POLE DURING THE FORCED LANDING. THE PILOT CONTACTED THE TRACON AND INFORMED THE FACILITY HE HAD A PARTIAL POWER LOSS. THE AIRPLANE WAS ABOUT TWO MILES EAST OF THE AIRPORT AT ABOUT 3,500 FEET MSL HEADING IN A SOUTHWESTERLY DIRECTION. THE TRACON INSTRUCTED THE PILOT TO TURN 150 DEGREES FOR RADAR VECTORS TO RUNWAY 33. THE PILOT DID NOT TURN TO THE 150 DEGREE HEADING, BUT CONTINUED ON A SOUTHWESTERLY COURSE. THE AIRPLANE FLEW PAST THE APPROACH ENDS OF TWO RUNWAYS. THE AIRPLANE CONTINUED WESTBOUND AND CRASHED 2.5 MILES WEST OF THE AIRPORT. THE PILOT INDICATED THE AIRPLANE HAD 300 POUNDS (ABOUT 50 GALLONS) OF FUEL ON BOARD AT TAKEOFF. THE PILOT OPERATING HANDBOOK FOR THE PIPER PA 34-310P IS ABOUT 16 GALLONS PER HOUR. THE DURATION OF THE FLIGHT WAS ABOUT ONE HOUR. THERE WAS NO EVIDENCE OF FUEL IN THE AIRPLANE'S FUEL SYSTEM OR ANY EVIDENCE OF FUEL SPILLAGE FROM EITHER OF THE WINGS AFTER THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S POOR PREFLIGHT PLANNING, INADEQUATE FUEL CONSUMPTION CALCULATIONS WHICH RESULTED IN A LOSS OF ENGINE POWER DUE TO FUEL EXHAUSTION, AND THE PILOT-IN-COMMAND'S FAILURE TO FOLLOW AIR TRAFFIC CONTROL VERBAL INSTRUCTIONS WHICH WOULD HAVE GUIDED HIM TO A PROBABLE SAFE LANDING AT AN AIRPORT.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: DESCENT

Findings

1. (F) FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. (C) FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

4. (C) INSTRUCTIONS,WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - EMERGENCY

Findings

5. (F) OBJECT - POLE
6. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	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:	No
Medical Certification:	Class 3 Unknown	Last FAA Medical Exam:	11/27/1989
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	398 hours (Total, all aircraft), 45 hours (Total, this make and model), 398 hours (Pilot In Command, all aircraft), 46 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9113X
Model/Series:	PA 46 PA 46	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	4608044
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	02/08/1991, Annual	Certified Max Gross Wt.:	4100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO 520BEI
Registered Owner:	PASK HOVER, IGOR	Rated Power:	310 hp
Operator:	PASK HOVER, IGOR	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	BUR, 775 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	2017 PDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 300 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17° C / 1° C
Precipitation and Obscuration:			
Departure Point:	LAS VEGAS, NV (LAS)	Type of Flight Plan Filed:	None
Destination:	SANTA MONICA, CA (SMO)	Type of Clearance:	VFR
Departure Time:	1820 PDT	Type of Airspace:	Class D; Class E

Airport Information

Airport:	BURBANK (BUR)	Runway Surface Type:	Asphalt
Airport Elevation:	775 ft	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	6885 ft / 150 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Thomas H Wilcox	Report Date:	12/30/1992
Additional Participating Persons:	RON STROMAN; 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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