



Aviation Investigation Final Report

Location:	UPLAND, California	Accident Number:	LAX83FUG11
Date & Time:	January 1, 1983, 15:30 Local	Registration:	N3084R
Aircraft:	PIPER PA-28R-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT CRASHED 150 YARDS SHORT OF THE RUNWAY DURING LANDING. THE PILOT SAID THE MANIFOLD PRESSURE KEPT FALLING AS HE PROGRESSED AROUND THE FIELD IN THE TRAFFIC PATTERN. THE ENGINE WENT TO IDLE ON THE BASE LEG. THE PILOT HAD LOWERED THE GEAR BUT NOT THE FLAPS. WHEN IT BECAME APPARENT THE RUNWAY WOULD NOT BE REACHED HE PICKED A LANDING SPOT AND LOWERED THE FLAPS. THE ROUGH AREA OF LANDING TORE OFF THE LANDING GEAR AND SLOWED THE AIRCRAFT. INSPECTION SHOWED THAT THE THROTTLE CONTROL SPRING STUD ASSEMBLY NUT WAS MISSING WITH THE STUD DETACHED FROM THE THROTTLE. THE STUD WAS PLACED IN POSITION ON THE THROTTLE ARM AND FELL AWAY AFTER ABOUT 15 CYCLES OF THROTTLE ACTUATION FROM THE COCKPIT. THE ENGINE HAD JUST BEEN OVERHAULED AND INSTALLED, AND AN ANNUAL INSPECTION HAD BEEN PERFORMED ON DECEMBER 11, 1982. TOTAL TIME SINCE WAS ABOUT 10 HOURS.

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(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. (C) THROTTLE/POWER LEVER, LINKAGE - DISCONNECTED
2. (C) MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: COMPLETE GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN
4. LANDING GEAR, MAIN GEAR - OVERLOAD
5. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
6. LANDING GEAR, NOSE GEAR - OVERLOAD
7. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

Factual Information

Pilot Information

Certificate:		Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 19, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	376 hours (Total, all aircraft), 10 hours (Total, this make and model), 229 hours (Pilot In Command, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3084R
Model/Series:	PA-28R-200 PA-28R-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28R35643
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	December 11, 1982 Annual	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	IO-360-C1C
Registered Owner:	ALLAN T. DIETZEL	Rated Power:	200 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	CABLE CCB	Runway Surface Type:	Dirt
Airport Elevation:	1450 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3785 ft / 75 ft	VFR Approach/Landing:	Forced landing;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	33.939884,-117.949645(est)

Administrative Information

Investigator In Charge (IIC): Ramby, Sarah

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=23541>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).