



Aviation Investigation Final Report

Location:	CANOGA PARK, California	Accident Number:	LAX86LA068
Date & Time:	December 17, 1985, 16:46 Local	Registration:	N6740P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE THE PLT WAS CRUISIN IN HIS OWN ACFT, AN ENG OIL LEAK DEVELOPED, OIL PRESSURE DECREASED & ENG POWER WAS LOST, THE PLT ATTEMPTED TO MAKE AN EMERGENCY LDG ON A CITY STREET, ON APPROACH THE ACFT COLLIDED WITH POWER LINES & A FENCE, & THE ACFT CAME TO REST UPSIDE DOWN, EXAM OF THE PARTIALLY OIL COVERED ENG REVEALED THAT AN OIL FLEX HOSE TO THE OIL COOLER HAD BEEN PREVIOUSLY WRAPPED WITH A METALLIC-LIKE TAPE. THE HOSE, WHICH WAS OIL-COVERED, HAD A BRITTLE/CRUMBLY APPEARING CORE.

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(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) MAINTENANCE - IMPROPER - PILOT IN COMMAND
2. (C) MAINTENANCE,INSPECTION - INADEQUATE - PILOT IN COMMAND
3. (F) LUBRICATING SYSTEM,OIL HOSE - CRACKED
4. (F) MAINTENANCE,REPLACEMENT - NOT PERFORMED - PILOT IN COMMAND
5. LUBRICATING SYSTEM,OIL HOSE - PREVIOUS DAMAGE

6. LUBRICATING SYSTEM,OIL HOSE - FAILURE,TOTAL
7. (F) FLUID,OIL - LOSS,TOTAL

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH

Findings

8. OBJECT - WIRE,TRANSMISSION
9. OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Expired	Last FAA Medical Exam:	July 11, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	760 hours (Total, all aircraft), 410 hours (Total, this make and model), 660 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6740P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1868
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 17, 1985 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4800 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-540-A185
Registered Owner:	RICHARD CABRINHA	Rated Power:	250 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:	Dusk
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:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CAMARILLO , CA (CMA)	Type of Flight Plan Filed:	None
Destination:	HUNTINGTON , CA (L16)	Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	34.200874,-118.689559(est)

Administrative Information

Investigator In Charge (IIC): Pollack, Wayne

Additional Participating Persons: CLIFFORD ELBL; VAN NUYS , CA

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=25039>

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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](#).