



Aviation Investigation Final Report

Location:	HAWTHORNE, California	Accident Number:	LAX87FA291
Date & Time:	August 4, 1987, 10:25 Local	Registration:	N4388K
Aircraft:	NAVION A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A PLEASURE CROSS COUNTRY FLT, THE ENG SPUTTERED THEN REGAINED FULL PWR. THE PLT TURNED TOWARD A NEARBY ARPT AND WAS CLEARED TO LAND. EN ROUTE TO THE ARPT THE ENGINE LOST FULL POWER. WHEN THE PILOT THOUGHT HE COULD MAKE THE RWY HE EXTENDED THE LANDING GEAR AND FULL FLAPS, HOWEVER, THE ACFT BEGAN TO DESCEND MORE RAPIDLY AND THE ACFT WAS UNABLE TO LAND AT THE AIRPORT AND LANDED ON A CITY STREET WHERE IT COLLIDED WITH AN ONCOMING VEHICLE. INVESTIGATION REVEALED NO FUEL IN THE FUEL SYSTEM AND WHEN TESTED THE ENGINE DRIVEN FUEL PUMP LEAKED FUEL AT THE SEALS.

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) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) FUEL SYSTEM,PUMP - LEAK
2. (C) FLUID,FUEL - EXHAUSTION

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

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

Findings

3. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. (F) GEAR EXTENSION - PREMATURE - PILOT IN COMMAND
5. (F) LOWERING OF FLAPS - PREMATURE - PILOT IN COMMAND

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

6. (F) OBJECT - VEHICLE

Factual Information

Pilot Information

Certificate:	Private	Age:	39, 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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 1, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	432 hours (Total, all aircraft), 210 hours (Total, this make and model), 391 hours (Pilot In Command, all aircraft), 71 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NAVION	Registration:	N4388K
Model/Series:	A A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	NAV-4-1388
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 12, 1986 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	173 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2295 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	E-185-9
Registered Owner:	FIALA, PAUL A.	Rated Power:	205 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:	HHR ,63 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	10:27 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 1500 ft AGL	Visibility	5 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	VISALIA , CA (Q31)	Type of Flight Plan Filed:	None
Destination:	TORRANCE , CA (TAO)	Type of Clearance:	None
Departure Time:	09:30 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	HAWTHORNE HHR	Runway Surface Type:	Asphalt
Airport Elevation:	63 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	4956 ft / 100 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	2 Minor	Aircraft Explosion:	None
Total Injuries:	2 Minor, 1 None	Latitude, Longitude:	33.910095,-118.340385(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	GERALD PARROTT; LOS ANGELES , CA
Original Publish Date:	April 24, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=25416

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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](#).