



Aviation Investigation Final Report

Location:	CHANDLER, Arizona	Accident Number:	LAX87LA141
Date & Time:	March 12, 1987, 14:45 Local	Registration:	N62750
Aircraft:	PIPER PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

WHILE CLBG FM A GO-ARND AT ABT 400' AGL, THE INSTRUCTOR (CFI) SHUT DWN THE L ENG BY CLOSING THE MIXTURE & THE STUDENT (PVT PLT) FEATHERED THE LEFT PROP. THE CFI THEN MOVED THE PROP CTL OUT OF THE FEATHER PSN, BUT THE PROP RMND FEATHERED. THE CFI WAS UNABLE TO RESTART THE L ENG & THE ACFT WOULD NOT CLIMB AT THE BEST SINGLE-ENG RATE OF CLB SPD. IT WOULD ONLY MAINT A MIN RATE OF DSCNT OF 50' PER MIN. SUBSEQUENTLY, THE ACFT WAS DMGD DRG A WHEELS-UP LNDG ACROSS FURROWS IN AN ALFALFA FLD. THE FLT MANUAL STATED: DO NOT FEATHER A PROP IF THERE IS REASON TO SUSPECT THAT THE STARTING CHARACTER-ISTICS OF THE ENG ARE NOT NORMAL OR THAT RESTARTING IN THE AIR MAY BE DIFFICULT OR IMPOSSIBLE; DO NOT FEATHER A PROP IN CONDITIONS OF TEMPERATURE, ALTITUDE, WEIGHT OR TURBULENCE WHICH MAY PREVENT SINGLE ENG FLT AT ALTITUDES WELL ABOVE THE LOCAL GROUND ELEVATION; DO NOT FEATHER A PROP AT ANY TIME WHEN CONDITIONS OF TERRAIN OR OTHER CONDITIONS MAY PREVENT THE AIRPLANE FROM REACHING AN AIRPORT, IN CASE THE DEAD ENG CANNOT BE RESTARTED.

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) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
2. MISCELLANEOUS - INTENTIONAL
3. PROPELLER FEATHERING - PERFORMED - DUAL STUDENT

Occurrence #2: FORCED LANDING
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND(CFI)
5. STARTING PROCEDURE - NOT ATTAINED - PILOT IN COMMAND(CFI)
6. CLIMB - NOT POSSIBLE

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

7. WHEELS UP LANDING
8. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	32, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 18, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1853 hours (Total, all aircraft), 202 hours (Total, this make and model), 1650 hours (Pilot In Command, all aircraft), 390 hours (Last 90 days, all aircraft), 123 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N62750
Model/Series:	PA-23-250 PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	277654199
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 9, 1987 Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	51 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2108 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TIO-540-C4B5
Registered Owner:	AZTEC LEASING CO.	Rated Power:	250 Horsepower
Operator:	CHANDLER AIR SERVICE	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:	CHD ,1385 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	14:55 Local	Direction from Accident Site:	77°
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	25°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHANDLER , AZ (P10)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	CHANDLER MUNI P10	Runway Surface Type:	Asphalt
Airport Elevation:	1230 ft msl	Runway Surface Condition:	
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	4395 ft / 75 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Wilcox, Thomas
Additional Participating Persons:	WILLIAM P OZANUS; SCOTTSDALE , AZ
Original Publish Date:	March 31, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=25538

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).