



Aviation Investigation Final Report

Location:	CONDORD, California	Accident Number:	LAX87LA316
Date & Time:	August 23, 1987, 15:30 Local	Registration:	N8441
Aircraft:	PIPER PA-30-160	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

AFTER AN ANNUAL INSPECTION THE ACFT WAS PREPARED FOR A TEST FLIGHT. THE PILOT LOADED 3 PASSENGERS AND BEGAN THE RUN-UP CHECKS. DURING RUN-UP THE LEFT ENGINE RAN ROUGH. AFTER THE ROUGHNESS CLEARED THE PILOT INITIATED THE TAKEOFF. AS THE ACFT ACCELERATED DOWN THE RWY THE LEFT ENGINE RAN ROUGH AGAIN AND THE TAKEOFF WAS ABORTED. THE PILOT MADE ANOTHER RUN-UP CHECK AND ANOTHER TAKEOFF ATTEMPT WAS MADE WITHOUT INCIDENT. AS THE AIRCRAFT CLIMBED THRU 300 FEET MSL THE RT ENGINE BEGAN TO SPUTTER. THE CLIMB WAS CONTINUED TO 500 FEET MSL BEFORE THE POWER FROM THE RIGHT ENGINE WAS REDUCED AND THE PILOT SHUT THE ENGINE DOWN AND FEATHERED THE PROPELLER. THE ACFT DESCENDED AS THE PILOT INITIATED A TURN TOWARDS THE AIRPORT AND IMPACTED THE MARSHY GROUND 2.75 MILES FROM THE AIRPORT. POST ACC EXAM REVEALED WATER AND RUST PARTICILES ON THE INJECTOR DIAPHRAGM AND ON THE FUEL INLET SCREEN. AN AD WAS ISSUED ON THIS ACFT REQUIRING DAILY AND POST REFUELING CHECKS OF THE FUEL SYS BY DRAINING TO AVOID THE ACCUMULATION OF WATER AND SEDIMENT.

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) FLUID,FUEL - WATER
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) MAINTENANCE,COMPLIANCE WITH AD - DISREGARDED - PILOT IN COMMAND

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

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

Findings

4. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	50, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 11, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2440 hours (Total, all aircraft), 440 hours (Total, this make and model), 2333 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8441
Model/Series:	PA-30-160 PA-30-160	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30921
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 21, 1987 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	6600 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-320-B1A
Registered Owner:	JAMES WARNICK	Rated Power:	160 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:	CCR	Distance from Accident Site:	
Observation Time:	13:27 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 15000 ft AGL	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	25°C / 13°C
Precipitation and Obscuration:			
Departure Point:	CONCORD , CA (CCR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:20 Local	Type of Airspace:	

Airport Information

Airport:	BUCHANAN FLD CCR	Runway Surface Type:	Asphalt;Concrete
Airport Elevation:	23 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	4601 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Wall, James
Additional Participating Persons:	JIM AKRIDGE; OAKLAND , CA
Original Publish Date:	May 26, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=25674

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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](#).