



# Aviation Investigation Final Report

<b>Location:</b>	HAWTHORNE, California	<b>Accident Number:</b>	LAX91FA355
<b>Date &amp; Time:</b>	August 13, 1991, 12:49 Local	<b>Registration:</b>	N4553P
<b>Aircraft:</b>	PIPER PA-23-250	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

THE CFI TURNED OFF THE AIRPLANE'S RIGHT ENGINE FUEL SELECTOR TO SIMULATE AN ENGINE FAILURE DURING THE INITIAL CLIMB-OUT FROM THE AIRPORT. AFTER THE DUAL STUDENT PERFORMED THE ENGINE-OUT EMERG CHECKLIST, WHICH INCLUDED FEATHERING THE RIGHT ENGINE PROPELLER, THE CFI INSTRUCTED THE DUAL STUDENT TO RE-ENTER THE RIGHT TRAFFIC PATTERN. THE AIRPLANE WAS NOT EQUIPPED WITH AN UNFEATHERING PROPELLER SYSTEM. THE DUAL STUDENT OVERSHOT THE FINAL APPROACH COURSE WHEN THE CFI NOTED THAT THE LEFT MAIN LANDING GEAR DOWN LIGHT WAS NOT ILLUMINATED. THE CFI TOOK THE CONTROLS AND EXECUTED A SINGLE ENGINE GO-AROUND. THE AIRPLANE FAILED TO CLIMB AND THE CFI ELECTED TO LAND ON A STREET. THE AIRPLANE COLLIDED WITH A SIGN AND A PICKUP TRUCK BEFORE COMING TO REST.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: OVERCONFIDENCE IN THE AIRPLANE'S ABILITY AND HIS PERSONAL ABILITY BY THE INSTRUCTOR PILOT (CFI), BY INTENTIONALLY SHUTTING OFF FUEL TO AN ENGINE DURING A CRITICAL PART OF FLIGHT. THE AIRCRAFT'S LACK OF SINGLE ENGINE PERFORMANCE WAS A RELATED FACTOR.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND(CFI)
2. (C) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND(CFI)
3. (C) EMERGENCY PROCEDURE - INTENTIONAL - PILOT IN COMMAND(CFI)
4. FLUID,FUEL - SWITCHED OFF
5. PROPELLER FEATHERING - PERFORMED

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Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: APPROACH

### Findings

6. (F) LANDING GEAR - UNDETERMINED
7. GO-AROUND - ATTEMPTED - PILOT IN COMMAND(CFI)

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Occurrence #3: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

### Findings

8. AIRCRAFT PERFORMANCE,ENGINE OUT CAPABILITY - INADEQUATE

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

### Findings

9. OBJECT - SIGN
10. OBJECT - VEHICLE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	February 1, 1991
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1700 hours (Total, all aircraft), 300 hours (Total, this make and model), 1500 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N4553P
<b>Model/Series:</b>	PA-23-250 PA-23-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	27-59
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	July 17, 1991 Annual	<b>Certified Max Gross Wt.:</b>	5200 lbs
<b>Time Since Last Inspection:</b>	50 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	5300 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-540
<b>Registered Owner:</b>	GDW CONSTRUCTION COMPANY	<b>Rated Power:</b>	250 Horsepower
<b>Operator:</b>	GDW CONSTRUCTION COMPANY	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	HHR ,63 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	12:47 Local	<b>Direction from Accident Site:</b>	250°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Broken / 2500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	200°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	TORRANCE , CA (TOA )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	12:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	HAWTHORNE MUNI	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	63 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	7	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4956 ft / 100 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 Minor	<b>Latitude, Longitude:</b>	33.910423,-118.339538(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wall, James
<b>Additional Participating Persons:</b>	JEAN PYATT; LOS ANGELES , CA
<b>Original Publish Date:</b>	March 31, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=27021">https://data.ntsb.gov/Docket?ProjectID=27021</a>

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