



Aviation Investigation Final Report

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| Location: | FULLERTON, California | Accident Number: | LAX91LA113 |
| Date & Time: | February 26, 1991, 16:17 Local | Registration: | N3724P |
| Aircraft: | PIPER PA-22-150 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

PRIOR TO DEPARTING THE NONCERTIFICATED PILOT FILLED THE AIRPLANE'S GAS TANKS WITH ABOUT 20 GALLONS OF AUTOMOTIVE FUEL FROM UNFILTERED GASOLINE CANS. HE THEN FAILED TO DO AN ADEQUATE PREFLIGHT INSPECTION. SHORTLY AFTER EXECUTING A DOWNWIND DEPARTURE AND WHEN THE AIRPLANE WAS ABEAM THE TOWER THE ENGINE QUIT. THE PILOT ELECTED TO LAND IN AN OPEN FIELD NORTH OF THE AIRPORT. DURING THE LANDING ROLL THE AIRPLANE COLLIDED WITH A DITCH AND NOSED OVER ONTO ITS BACK. THE INVESTIGATION DISCLOSED THAT THE RIGHT FUEL TANK CONTAINED ABOUT ONE HALF CUP OF WATER. THE FUEL SELECTOR WAS POSITIONED TO THE RIGHT FUEL TANK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER PREFLIGHT INSPECTION. CONTRIBUTING TO THIS ACCIDENT WAS WATER IN THE FUEL TANK.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CLIMB

Findings

1. SINGLE ENGINE AIRCRAFT

- 2. (F) FLUID,FUEL - WATER
- 3. (C) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

- 4. TERRAIN CONDITION - DITCH

Occurrence #4: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

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|----------------------------------|---|--|------------------|
| Certificate: | Student | Age: | 63, Male |
| Airplane Rating(s): | None | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | November 2, 1990 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-------------------------|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N3724P |
| Model/Series: | PA-22-150 PA-22-150 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | | Serial Number: | 22-3442 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | January 2, 2000 Unknown | Certified Max Gross Wt.: | 2000 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3427 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed | Engine Model/Series: | O-320 |
| Registered Owner: | STEVEN D. BERGGREN | Rated Power: | 150 Horsepower |
| Operator: | CLARENCE MIXON | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|--------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | FUL ,96 ft msl | Distance from Accident Site: | 1 Nautical Miles |
| Observation Time: | 16:17 Local | Direction from Accident Site: | 180° |
| Lowest Cloud Condition: | | Visibility | 6 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 4 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 200° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 18°C / 9°C |
| Precipitation and Obscuration: | N/A - None - Haze | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | CORONA , CA (L66) | Type of Clearance: | None |
| Departure Time: | 16:16 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|---------------|----------------------------------|----------------|
| Airport: | FULLERTON FUL | Runway Surface Type: | Dirt |
| Airport Elevation: | | Runway Surface Condition: | Dry |
| Runway Used: | 24 | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | Forced landing |

Wreckage and Impact Information

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

Administrative Information

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| Investigator In Charge (IIC): | Wilcox, Thomas |
| Additional Participating Persons: | JOHN GOLDFUSS; LONG BEACH , CA |
| Original Publish Date: | December 30, 1992 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=27122 |

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