



# Aviation Investigation Final Report

<b>Location:</b>	BERMUDA DUNES, California	<b>Accident Number:</b>	LAX92LA061
<b>Date &amp; Time:</b>	December 7, 1991, 13:03 Local	<b>Registration:</b>	N2496
<b>Aircraft:</b>	North American-Kenney T-28D-5, NA-260	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE CERTIFICATED AIRLINE PILOT AND A PASSENGER DEPARTED IN A SURPLUS MILITARY COMBAT AIRCRAFT FOR A LOCAL AREA FLIGHT. ABOUT 300 FEET ABOVE THE GROUND, THE ENGINE LOST POWER. THE PILOT EXECUTED AN EMERGENCY LANDING IN AN OPEN FIELD WITH THE LANDING GEAR RETRACTED. DURING THE LANDING, ONE PROPELLER BLADE SEPARATED FROM THE ENGINE AND STRUCK THE RIGHT WING, DAMAGING THE WING SPAR. THE OCCUPANTS WERE NOT INJURED. A POST ACCIDENT EXAMINATION OF THE ENGINE FOUND NO MECHANICAL FAILURE. DURING REPAIR OF THE WINGS, THE MILITARY STYLE SELF-SEALING FUEL BLADDERS SELF-SEAL LINING WERE FOUND DETERIORATED AND THE FUEL SCREENS WERE PARTIALLY BLOCKED BY THE FUEL CELL MATERIAL.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN INADEQUATE ANNUAL INSPECTION PERFORMED BY THE MECHANIC. CONTRIBUTING TO THIS ACCIDENT WAS THE DETERIORATION OF THE FUEL BLADDER SELF-SEALING LINING AND PARTIAL BLOCKAGE OF THE FUEL SCREENS.

## Findings

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

Findings

1. SINGLE ENGINE AIRCRAFT
2. (F) FUEL SYSTEM,TANK - DETERIORATED
3. (F) FUEL SYSTEM,SCREEN - BLOCKED(PARTIAL)
4. (C) MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. TERRAIN CONDITION - OPEN FIELD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<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>	September 5, 1991
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	11000 hours (Total, all aircraft), 148 hours (Total, this make and model), 9700 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	North American-Kenney	<b>Registration:</b>	N2496
<b>Model/Series:</b>	T-28D-5, NA-260 T-28D-5, N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	49-1496
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	December 1, 1991 Annual	<b>Certified Max Gross Wt.:</b>	7150 lbs
<b>Time Since Last Inspection:</b>	2 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5500 Hrs	<b>Engine Manufacturer:</b>	WRIGHT
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	R1820-86A
<b>Registered Owner:</b>	KENNEY, BRIAN P.	<b>Rated Power:</b>	1425 Horsepower
<b>Operator:</b>	KENNEY, BRIAN P.	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	8 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	120°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	33.70951,-116.229682(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Erickson, Scott
<b>Additional Participating Persons:</b>	JARED WEAVER; RIVERSIDE , CA
<b>Original Publish Date:</b>	April 23, 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=27516">https://data.ntsb.gov/Docket?ProjectID=27516</a>

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