



Aviation Investigation Final Report

Location:	CHINO, California	Accident Number:	LAX92LA239
Date & Time:	June 8, 1992, 17:54 Local	Registration:	N31961
Aircraft:	PIPER PA-32RT-300T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRPLANE WAS ON A VISUAL FLIGHT RULES FINAL APPROACH WHEN THE PILOT NOTED THE AIRPLANE WAS 'A LITTLE HIGH.' THE PILOT SAID THAT WHEN HE REDUCED THE THROTTLE TO LOSE ALTITUDE, THE AIRPLANE'S ENGINE HAD A PARTIAL LOSS OF ENGINE POWER. HE SAID HE ENTERED A FORCED LANDING TO A FIELD EAST OF THE AIRPORT. HE SAID 'THE GROUND (WAS) COMING UP FAST (AND HE) PUT IT DOWN STRAIGHT AHEAD.' DURING TOUCHDOWN, THE AIRPLANE LANDED HARD. A REASON FOR THE PARTIAL LOSS OF POWER WAS NOT DETERMINED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF ENGINE POWER FOR UNDETERMINED REASONS. THE PILOT'S MISJUDGING THE FLARE WAS A FACTOR.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) FLARE - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	65, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 14, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N31961
Model/Series:	PA-32RT-300T PA-32RT-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-7887017
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 3, 1991 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	132 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1418 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	TIO-540-S1AD
Registered Owner:	RAYMOND T. TROLL	Rated Power:	300 Horsepower
Operator:	RAYMOND T. TROLL	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:	CNO ,650 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	18:09 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(CNO)	Type of Flight Plan Filed:	None
Destination:	(CNO)	Type of Clearance:	None
Departure Time:	17:10 Local	Type of Airspace:	Class D;Class E

Airport Information

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

Wreckage and Impact Information

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:	34.00032,-117.680824(est)

Administrative Information

Investigator In Charge (IIC):	Childress, Richard
Additional Participating Persons:	DON BERRY; RIVERSIDE , CA
Original Publish Date:	September 14, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=27643

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](#).