



Aviation Investigation Final Report

Location:	RIALTO, California	Accident Number:	LAX93LA054
Date & Time:	November 27, 1992, 15:00 Local	Registration:	N6115P
Aircraft:	PIPER PA-24	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A PIPER PA-24 LOST POWER AFTER TAKEOFF DURING THE INITIAL TAKEOFF CLIMB. DURING THE ENSUING EMERGENCY LANDING THE PILOT FAILED TO MAINTAIN AIRSPEED AND LANDED HARD. EXAMINATION OF THE ENGINE REVEALED SAND HAD ENTERED THE CYLINDERS PREVENTING THE VALVES AND RINGS TO SEAT PROPERLY. THE AIRPLANE HAD NOT BEEN FLOWN FOR THIRTY DAYS. DURING THE THIRTY DAY PERIOD THE AIRPLANE WAS PARKED INTO THE WIND WITHOUT THE COWLING BEING COVERED OR THE INLETS BEING PLUGGED. HIGH WINDS AND BLOWING SAND WERE NOTED ON TWO OCCASIONS DURING THE PERIOD. THE PILOT FAILED TO PROPERLY PREFLIGHT THE AIRCRAFT PRIOR TO DEPARTING ON THE ACCIDENT FLIGHT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S POOR PREFLIGHT INSPECTION AND HIS FAILURE TO MAINTAIN FLYING SPEED DURING THE FORCED LANDING. CONTRIBUTING TO THIS ACCIDENT WAS THE INADVERTENT STALL, THE PRECEDING SAND/DUST STORM, THE ENGINE ASSEMBLY LOW COMPRESSION DUE TO SAND IN THE INTAKE AND EXHAUST VALVES.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - SAND/DUST STORM
2. (F) ENGINE ASSEMBLY - LOW COMPRESSION
3. (F) ENGINE ASSEMBLY, VALVE, INTAKE - FOREIGN OBJECT
4. (F) ENGINE ASSEMBLY, VALVE, EXHAUST - FOREIGN OBJECT
5. (C) AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: HARD LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

6. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. (F) STALL - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 14, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	797 hours (Total, all aircraft), 16 hours (Total, this make and model), 730 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6115P
Model/Series:	PA-24 PA-24	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24 1215
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360 A1A
Registered Owner:	KINNEY, ELMER L.	Rated Power:	180 Horsepower
Operator:	KINNEY, ELMER L.	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:	SBD ,1157 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	14:55 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	RIALTO MUNICIPAL L67	Runway Surface Type:	Dirt
Airport Elevation:	1438 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	2466 ft / 60 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.100894,-117.379158(est)

Administrative Information

Investigator In Charge (IIC):	Wilcox, Thomas
Additional Participating Persons:	PAT PATTERN; RIVERSIDE , CA JOHN W GENTRY; RIVERSIDE , CA
Original Publish Date:	September 14, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=27874

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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](#).