



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	PERRIS, CA	<b>Accident Number:</b>	LAX92MA183
<b>Date &amp; Time:</b>	04/22/1992, 1109 PDT	<b>Registration:</b>	N141PV
<b>Aircraft:</b>	de Havilland DHC-6-200	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	16 Fatal, 6 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Skydiving		

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## Analysis

THE GROUND LOADER HAD FUELED THE AIRPLANE FROM THE AIRPORT FUEL TRUCK. HE STATED THAT THE FLIGHT CREW DID NOT SUMP THE FUEL TANKS AFTER THEY WERE FUELED. IMMEDIATELY AFTER TAKEOFF THE RIGHT ENGINE LOST POWER, THE RIGHT WING LOWERED TO ABOUT 90 DEG, AND THE AIRPLANE IMPACTED THE GROUND ADJACENT TO THE RUNWAY. THEN FORWARD FUEL TANK, WHICH PROVIDES FUEL TO THE RIGHT ENGINE, WAS FOUND TO CONTAIN ABOUT 8 GALS OF A HEAVILY CONTAMINATED MIXTURE COMPOSED OF WATER, AN EMULSIFYING AGENT, AND BACTERIAL GROWTH. THE FUEL FROM THE AIRPORT FUEL TRUCK AND MAIN UNDERGROUND TANK CONTAINED THE SAME MIXTURE. FUEL HAD BEEN TRANSFERED FROM THE UNDERGROUND TANK TO THE TRUCK ON THE EVENING PRECEDING THE ACCIDENT. THE LEFT PROPELLER CONTROL WAS FOUND SEIZED IN THE FEATHER POSITION; LEFT PROPELLER BLADES IN THE NEAR-FEATHER POSITION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S INADVERTENT FEATHERING OF THE WRONG PROPELLER FOLLOWING AN ENGINE POWER LOSS, AND THE FAILURE OF THE OPERATOR TO ASSURE THAT THE PILOT WAS PROVIDED WITH ADEQUATE TRAINING IN THE AIRPLANE. FACTORS RELATED TO THE ACCIDENT WERE: WATER CONTAMINATION OF FUEL IN THE AIRPORT STORAGE TANKS, THE OPERATOR'S LACK OF FUEL QUALITY CONTROL PROCEDURES, IMPROPER FUEL SERVICING, IMPROPER PREFLIGHT BY THE PILOT(S), AND EXCEEDING THE GROSS WEIGHT/FORWARD CG LIMITS OF THE AIRPLANE.

## Findings

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

### Findings

1. 1 ENGINE
  2. (F) FLUID,FUEL - CONTAMINATION
  3. (F) FLUID,FUEL - WATER
  4. (F) AIRPORT/FACILITIES - NOT MAINTAINED
  5. (F) MAINTENANCE,SERVICE OF AIRCRAFT/EQUIPMENT - INADEQUATE - COMPANY/OPERATOR MANAGEMENT
  6. (F) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

7. 1 ENGINE
  8. (C) WRONG PROPELLER FEATHERED - INADVERTENT - PILOT IN COMMAND
  9. (C) IMPROPER INITIAL TRAINING - COMPANY/OPERATOR MANAGEMENT
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Occurrence #3: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

10. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	44, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<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>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last Medical Exam:</b>	05/23/1991
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4300 hours (Total, all aircraft), 100 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	de Havilland	<b>Registration:</b>	N141PV
<b>Model/Series:</b>	DHC-6-200 DHC-6-200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	141
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	24
<b>Date/Type of Last Inspection:</b>	02/02/1992, Annual	<b>Certified Max Gross Wt.:</b>	11579 lbs
<b>Time Since Last Inspection:</b>	50 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	29391 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	PT6A-20A
<b>Registered Owner:</b>	CONASTER, BENNIE E.	<b>Rated Power:</b>	550 hp
<b>Operator:</b>	PERRIS VALLEY AVIATION SVCS	<b>Air Carrier Operating Certificate:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Observation Time:	0000
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Temperature/Dew Point:	21 °C
Lowest Ceiling:	None / 0 ft agl	Visibility	15 Miles
Wind Speed/Gusts, Direction:	Light and Variable, Variable	Visibility (RVR):	0 ft
Altimeter Setting:		Visibility (RVV):	0 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1108 PDT	Type of Airspace:	Class G

## Airport Information

Airport:	PERRIS VALLEY (L65)	Runway Surface Type:	Asphalt
Airport Elevation:	1413 ft	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	5100 ft / 65 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	14 Fatal, 6 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	16 Fatal, 6 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	A. D Llorente	Adopted Date:	08/05/1993
Additional Participating Persons:	ASI D. ALLISON; RIVERSIDE, CA J. DONNELLY; QUEBEC, CANADA, R. WILSON; WASHINGTON, DC R. PRICE; WASHINGTON, DC		
Publish Date:	10/17/2016		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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