



National Transportation Safety Board Aviation Accident Final Report

Location:	FRESNO, CA	Accident Number:	LAX90FA209
Date & Time:	06/06/1990, 1715 PDT	Registration:	N803FE
Aircraft:	CESSNA 208A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE ENGINE LOST OIL PRESS WHILE CLIMBING THROUGH 6,000 FT, AND THE PILOT REQUESTED TO RETURN TO HIS DEPARTURE AIRPORT. ATC INFORMED THE PILOT OF A CLOSER AIRPORT. THE PILOT SECURED THE ENGINE, FEATHERED THE PROP, AND MADE A POWER-OFF DESCENT TO THE AIRPORT. THE PILOT ELECTED TO MAKE A DOWNWIND APPROACH TO RWY 12L DUE TO HIS ALTITUDE. THE AIRPLANE OVERFLEW THE RUNWAY AND TOUCHED DOWN PAST THE DEPARTURE END. IT PENETRATED THE AIRPORT PERIMETER FENCE, STRUCK SEVERAL TREES, A SIGN POST, A LIGHT POLE, AND AN AUTO BEFORE COMING TO REST IN A RESIDENTIAL AREA. EXAMINATION OF THE WRECKAGE REVEALED THE LOSS OF PRESSURE WAS DUE TO OIL LEAKING. THE OIL FILLER CAP WAS FOUND IMPROPERLY ADJUSTED AFTER THE ORIGINAL INSTALLATION. THE MAINTENANCE MANUAL DOES NOT APPROVE ANY FIELD REPAIRS ON THE OIL FILLER CAP ENGAGING MECHANISMS. THE AIRPLANE'S FLAPS WERE FOUND AT A 7 DEG INTERMEDIATE SETTING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF ENGINE OIL PRESSURE DUE TO IMPROPER MAINTENANCE PERFORMED ON THE ENGINE OIL FILLER CAP BY AN UNKNOWN PERSON. IN ADDITION, THE PILOT MISJUDGED HIS LANDING APPROACH TO THE RUNWAY DURING THE FORCED LANDING WHICH RESULTED IN AN OVERSHOOT AND COLLISION WITH OBJECTS. A TAILWIND CONTRIBUTED TO THE OVERSHOOT.

Findings

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

Findings

1. (C) LUBRICATING SYSTEM,OIL FILLER CAP - LEAK
 2. (C) MAINTENANCE,ADJUSTMENT - IMPROPER - UNKNOWN
 3. (C) FLUID,OIL - PRESSURE TOO LOW
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Occurrence #2: FORCED LANDING

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3: OVERRUN

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

4. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
 5. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
 6. (F) WEATHER CONDITION - TAILWIND
 7. (C) LOWERING OF FLAPS - DELAYED - PILOT IN COMMAND
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Occurrence #4: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

8. OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/23/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9275 hours (Total, all aircraft), 335 hours (Total, this make and model), 9060 hours (Pilot In Command, all aircraft), 140 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N803FE
Model/Series:	208A 208A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	208 0015
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	03/06/1990, Continuous Airworthiness	Certified Max Gross Wt.:	8035 lbs
Time Since Last Inspection:	82 Hours	Engines:	1 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	PT6-114A
Registered Owner:	FEDERAL EXPRESS CORPORATION	Rated Power:	600 hp
Operator:	WEST AIR INDUSTRIES	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	AWHA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32° C / 13° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	OAKLAND, CA (OAK)	Type of Clearance:	IFR
Departure Time:	1701 PDT	Type of Airspace:	Class E; TRSA

Airport Information

Airport:	FRESNO-CHANDLER DOWNTOWN (FCH)	Runway Surface Type:	Asphalt
Airport Elevation:	278 ft	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	THOMAS H WILCOX	Report Date:	12/14/1992
Additional Participating Persons:			
Publish Date:			
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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