



National Transportation Safety Board Aviation Accident Final Report

Location:	MARIPOSA, CA	Accident Number:	LAX95LA203
Date & Time:	06/01/1995, 1641 PDT	Registration:	N6985Q
Aircraft:	BEECH B23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT STATED THAT WHILE ON HIS FOURTH TAKEOFF, THE AIRPLANE 'QUIT FLYING, BOUNCED ACROSS MERIDIAN BETWEEN RUNWAY AND TAXIWAY, SLID ACROSS THE TAXIWAY AND STOPPED.' THE PILOT STATED THAT OBSERVERS AND WITNESSES TOLD HIM THAT THE AIRPLANE'S ENGINE BACKFIRED AND IT SOUNDED LIKE THE ENGINE THROTTLED BACK THEN FORWARD AGAIN. THE RESPONDING FAA INSPECTOR FOUND NO WITNESSES WHO GAVE A REPORT SIMILAR TO THE PILOT'S IMPRESSION. THE FAA INSPECTOR REPORTED THAT THE PILOT SAID HE LOST DIRECTIONAL CONTROL AT LIFT-OFF, VEERED OFF THE LEFT SIDE OF THE RUNWAY, AND COLLIDED WITH THE TAXIWAY. DAMAGE TO THE PROPELLER, THE NOSE GEAR, THE NOSE COWLING, LOWER ENGINE MOUNT, AND FIREWALL RESULTED. THE PILOT DID NOT REPORT HIS FLIGHT TIME IN THE 90-DAY PERIOD PRIOR TO THE ACCIDENT. REVIEW OF THE AIRCRAFT MAINTENANCE RECORDS DISCLOSED THAT THE AIRCRAFT HAS FLOWN ONLY 7 HOURS SINCE AUGUST OF 1994. AFTER THE ACCIDENT, THE AIRPLANE WAS EXAMINED BY AN AIRFRAME AND POWERPLANT MECHANIC. THE MECHANIC DID NOT FIND ANY DISCREPANCY IN THE AIRFRAME OR THE ENGINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's premature liftoff and his failure to attain and maintain sufficient airspeed during the initial climb which resulted in an inadvertent stall/mush back onto the runway. The pilot's failure to maintain directional control as the aircraft touched down again is also causal. A factor in the accident is the pilot's lack of recent flight experience.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
 2. (C) AIRSPEED - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND
 3. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 4. (F) LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

7. TERRAIN CONDITION - SOFT
8. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

Factual Information

On June 1, 1995, at 1641 hours Pacific daylight time, a Beech B23, N6985Q, crashed during takeoff at Mariposa Airport, Mariposa, California. The aircraft was owned and operated by the pilot. The aircraft was substantially damaged. The certificated private pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed at the time of the local flight. The flight originated at 1500 as a local area personal flight.

In the Pilot/Operator written report, the pilot stated that while on his fourth takeoff, the airplane "quit flying, bounced across meridian between runway and taxiway, slid across the taxiway and stopped." The pilot stated that observers and witnesses told him that the airplane's engine backfired and it sounded like the engine throttled back then forward again. The responding Federal Aviation Administration (FAA) inspector from the Fresno, California, Flight Standards District Office, found no witnesses who gave a report similar to the pilot's impression.

According to the FAA inspector, the pilot was doing pattern work at the Mariposa airport on runway 26. The inspector reported that the pilot said he lost directional control at lift-off, veered off the left side of the runway, and collided with the taxiway. Damage to the propeller, the nose gear, the nose cowling, lower engine mount, and firewall resulted.

The pilot did not report his flight time in the 90-day period prior to the accident. Review of the aircraft maintenance records disclosed that the aircraft has flown only 7 hours since August of 1994.

After the accident, the airplane was examined by an airframe and powerplant mechanic. The mechanic did not find any discrepancy in the airframe or the engine.

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
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:	07/01/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	686 hours (Total, all aircraft), 226 hours (Total, this make and model), 639 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6985Q
Model/Series:	B23 B23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	M-1095
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	08/05/1994, Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	8 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3152 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-360-A2G
Registered Owner:	HARVEY D. FERRIER	Rated Power:	180 hp
Operator:	HARVEY D. FERRIER	Operating Certificate(s) Held:	None

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:	Scattered / 10000 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:	(O68)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1500 PDT	Type of Airspace:	Class E

Airport Information

Airport:	MARIPOSA-YOSEMITE AIRPORT (O68)	Runway Surface Type:	Asphalt
Airport Elevation:	2252 ft	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	3310 ft / 50 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JEFF RICH	Report Date:	11/30/1995
Additional Participating Persons:	LARRY A DE COSTA; FRESNO, CA		
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.ntsbt.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).