



National Transportation Safety Board Aviation Accident Data Summary

Location:	PARADISE, CA	Accident Number:	LAX92FA161
Date & Time:	04/02/1992, 1954 PST	Registration:	N9367Y
Aircraft:	BEECH A33	Injuries:	1 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

THE 60 HOUR STUDENT PILOT HAD A TOTAL OF 25 HOURS IN TYPE, ALL OF WHICH WERE DUAL. WITH HIS CURRENT FLIGHT INSTRUCTOR THE STUDENT RETURNED TO THEIR HOME BASE AIRPORT TO PERFORM A PREARRANGED GO-AROUND TO FINALIZE THEIR DUAL PERIOD FOR THE EVENING. AFTER THE APPROACH TO THE RUNWAY, THE INSTRUCTOR CALLED FOR THE GO-AROUND. AFTER THE CLIMB WAS ESTABLISHED AT ABOUT 500 FEET AGL HE CALLED FOR THE COWL FLAPS TO BE OPENED, AND MOMENTS LATER THE ENGINE SUDDENLY AND WITHOUT WARNING QUIT. THE INSTRUCTOR SAID THAT AFTER THE ENGINE QUIT THE STUDENT PULLED THE CONTROL YOKE ALL THE WAY BACK AND THE AIRCRAFT ENTERED A DEEP STALL. THE AIRPLANE HAD BEEN MODIFIED TO ACCOMMODATE AN ENGINE WITH MORE HORSE POWER WHICH REQUIRED THE INSTALLATION OF COWL FLAPS. THE FAA APPROVED STC MODIFICATION DRAWINGS REQUIRED THE PUSH-PULL CONTROL FOR THE COWL FLAPS TO BE LOCATED TO THE LEFT OF THE THROTTLE CONSOLE ON A SEPARATE SWITCH PANEL. THE ACTUAL LOCATION OF THAT CONTROL IN THE ACCIDENT AIRPLANE WAS FOUND TO THE RIGHT OF THE THROTTLE BELOW THE PROPELLER CONTROL AND NEXT TO

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT'S INADVERTENT USE OF THE MIXTURE CONTROL INSTEAD OF THE COWL FLAPS AT A CRITICAL PHASE OF FLIGHT, HIS MISUSE OF THE FLIGHT CONTROLS AFTER THE ENGINE FAILURE AND THE INSTRUCTOR'S INADEQUATE SUPERVISION OF THE STUDENT. CONTRIBUTING FACTORS IN THE ACCIDENT WERE: THE NON STANDARD LOCATION OF THE COWL FLAP PUSH PULL CONTROL, DUE TO AN IMPROPER AIRCRAFT MODIFICATION, THE DARK NIGHT LIGHT CONDITIONS WHICH IMPAIRED THE FLIGHT INSTRUCTORS ABILITY TO MONITOR THE STUDENT COCKPIT CONTROL MANIPULATIONS.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) VISUAL/AURAL DETECTION - PILOT IN COMMAND(CFI)
3. (C) MIXTURE - INADVERTENT USE - DUAL STUDENT
4. (F) MAINTENANCE,MODIFICATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
5. (F) ACFT/EQUIP,INADEQUATE CONTROL LOCATION - OTHER MAINTENANCE PERSONNEL
6. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: DESCENT - EMERGENCY

Findings

7. (C) ELEVATOR - IMPROPER USE OF - DUAL STUDENT

8. (C) STALL/MUSH - INADVERTENT - DUAL STUDENT

9. (F) REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI)

10. ALTITUDE - INADEQUATE

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	31
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
Flight Time:	2500 hours (Total, all aircraft), 10 hours (Total, this make and model), 1700 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N9367Y
Model/Series:	A33 A33	Engines:	1 Reciprocating
Operator:	DESMET, JEFFREY G.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-520-BA
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / , 110°
Temperature:	18°C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Wreckage and Impact Information

Crew Injuries:	1 Fatal, 1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	GEORGE E PETERSON	Adopted Date:	06/30/1993
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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