



National Transportation Safety Board Aviation Accident Data Summary

Location:	LOWER LAKE, CA	Accident Number:	LAX86FVG01
Date & Time:	02/01/1986, 0900 PST	Registration:	N82RC
Aircraft:	COMMINGS VARI EZE	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT STRUCK A TREE DURING FORCED LANDING OFF THE ARPT AFTER A REPORTED POWER LOSS. POST-ACCIDENT ENGINE EXAM SHOWED NO REASON FOR A POWER LOSS. PLT SUSPECTS CARB ICE.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

2. (F) OBJECT - TREE(S)

Pilot Information

Certificate:	Airline Transport	Age:	55
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; Instrument Airplane
Flight Time:	10000 hours (Total, all aircraft), 48 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	COMMINGS	Registration:	N82RC
Model/Series:	VARI EZE VARI EZE	Engines:	1 Reciprocating
Operator:	HAROLD D. DAVENPORT	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	C85-12
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	4° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	ROBERT H HUSEN	Adopted 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/ .		

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.