



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SAN JOSE, CA	<b>Accident Number:</b>	LAX86LA051
<b>Date &amp; Time:</b>	12/01/1985, 1427 PST	<b>Registration:</b>	N75PB
<b>Aircraft:</b>	PITTS S1-C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE PLT WAS PRACTICING TAKEOFF AND LANDINGS ON RWY 13 AT REID-HILLVIEW AIRPORT, SAN JOSE, CA. THE PLT REPORTED THAT DURING THE BASE LEG TO FINAL TURN, WHILE NEGOTIATING A 'POWER-OFF' APCH, HE ATTEMPTED BY APPLY PWR BUT WAS UNABLE TO DO SO. THE ACFT CRASHED IN A MUDDY FIELD ABOUT 1/4 MILE NORTHWEST OF THE APCH END OF THE RWY. THE ENG OPERATED NORMALLY DURING THE POST-ACCIDENT FUNCTIONAL TEST. THE CURRENT TEMP/DEWPOINT WAS 55 DEG F AND 45 DEG F RESPECTIVELY. ACCORDING TO THE ICING PROBABILITY CURVE, THE TEMP/DEWPOINT CONDITIONS WERE FAVORABLE TO SERIOUS ICING CONDITIONS IN CRUISE OR CLIMB POWER SETTINGS.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (F) FUEL SYSTEM,CARBURETOR - ICE
2. (C) CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - EMERGENCY

### Findings

4. TERRAIN CONDITION - WET

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/02/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	954 hours (Total, all aircraft), 38 hours (Total, this make and model), 783 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PITTS	<b>Registration:</b>	N75PB
<b>Model/Series:</b>	S1-C S1-C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	10/01/1985, Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	280 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-360
<b>Registered Owner:</b>	ALAN H. DOUGLAS	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	ALAN H. DOUGLAS	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RHV, 133 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1427 PST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 3500 ft agl	Visibility	20 Miles
Lowest Ceiling:	Overcast / 15000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13° C / 7° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1400 PST	Type of Airspace:	Class D

## Airport Information

Airport:	REID-HILLVIEW (RHV)	Runway Surface Type:	Dirt
Airport Elevation:	133 ft	Runway Surface Condition:	Wet
Runway Used:	13R	IFR Approach:	None
Runway Length/Width:	3099 ft / 75 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):	AUDREY M SCHUTTE	Report Date:	
Additional Participating Persons:	ROBYN L MC DONOUGH; SAN JOSE, 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 <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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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](#).