



National Transportation Safety Board Aviation Accident Final Report

Location:	LINDEN, CA	Accident Number:	LAX83LA210
Date & Time:	05/01/1983, 1605 PDT	Registration:	N36986
Aircraft:	BEECH 77	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT WAS CRUISING AT 3000 FEET BENEATH AN OVERCAST SKY WITH INTERMITTENT RAIN. THE CARB HEAT WAS OFF. AFTER ABOUT 20 MINUTES OF FLIGHT THE RPM BEGAN TO SLOWLY DECREASE. THE PILOT BRIEFLY APPLIED CARB HEAT BUT AS THE RPM ONLY FLUCTUATED AND POWER WAS NOT IMMEDIATELY RETURNED HE DISCONTINUED USING IT. THE PILOT HAD NEVER EXPERIENCED CARBURETOR ICE. AS ALL POWER WAS BEING LOST THE PILOT BROADCAST MAYDAY AND BEGAN TO LOOK FOR A LANDING SPOT. AS POWER SHUT DWN WAS PROGRESSING SOME POWER RETURNED. THE ACFT WAS NURSED ALONG AT VERY LOW ALTITUDE AND FINALLY LANDED ON A ROCKY SLOPE AFTER OVERSHOOTING AN OPEN FIELD. AS ACFT DECELERATED ITS NOSE GEAR WAS TORN OFF.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - RAIN
2. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. (C) FUEL SYSTEM,CARBURETOR - ICE
4. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

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

Findings

5. (F) LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	31, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/10/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	379 hours (Total, all aircraft), 158 hours (Total, this make and model), 269 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N36986
Model/Series:	77 77	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	WA166
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	10/14/1982, 100 Hour	Certified Max Gross Wt.:	1675 lbs
Time Since Last Inspection:	43 Hours	Engines:	1 Reciprocating
Airframe Total Time:	750 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-235-L2C
Registered Owner:	ROBERT O'NEIL	Rated Power:	115 hp
Operator:	ROBERT O'NEIL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SCK, 30 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	1545 PDT	Direction from Accident Site:	205°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	Broken / 3200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19° C / 10° C
Precipitation and Obscuration:			
Departure Point:	MARIPOSA, CA (068)	Type of Flight Plan Filed:	VFR
Destination:	OROVILLE, CA (OVE)	Type of Clearance:	None
Departure Time:	1530 PDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	W. POLLACK	Report Date:	
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).