



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	LINDEN, CA	<b>Accident Number:</b>	LAX83LA210
<b>Date &amp; Time:</b>	05/01/1983, 1605 PDT	<b>Registration:</b>	N36986
<b>Aircraft:</b>	BEECH 77	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	31
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N36986
<b>Model/Series:</b>	77 77	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ROBERT O'NEIL	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-L2C
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SCK, 30 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 3200 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 270°
<b>Temperature:</b>	19° C	<b>Visibility</b>	25 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	MARIPOSA, CA (068)	<b>Destination:</b>	OROVILLE, CA (OVE)

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	W. POLLACK	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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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