



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Gustavus, AK	<b>Accident Number:</b>	ANC06LA084
<b>Date &amp; Time:</b>	07/01/2006, 1040 AKD	<b>Registration:</b>	N8690M
<b>Aircraft:</b>	Beech P35	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The private certificated pilot was in cruise flight about 2,000 feet above the ground (agl) on a Title 14, CFR Part 91, cross-country personal flight. He began to smell, and then see, what appeared to be smoke emanating from the engine, which subsequently lost power. He lowered the flaps and landing gear and performed an emergency landing on a beach. During the landing roll, the nose gear collapsed. The pilot reported that while waiting for rescue, he discovered that the number four cylinder connecting rod had fractured, and was protruding through the top of the engine case. Postaccident examination of the engine revealed that the number 4 connecting rod was fractured at the base of the rod beam. Fragments of the rod cap, the rod bearing, and the connecting rod bolts had thermal and mechanical damage. The rod cap bolts were necked down at the point of fracture. Fragments of the rod bearing were located in the engine oil sump. The engine had accrued 1,482 hours since its last overhaul in 1970, and 9 hours since its last annual inspection on June, 24, 2006. The engine manufacturer's recommended Time Between Engine Overhaul (TBO) for the accident engine is 1,500 hours, or every 12 years.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The fracture of an engine connecting rod during cruise flight, which resulted in a forced landing on a beach, a collapsed nose landing gear, and substantial damage to the fuselage.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: CRUISE

### Findings

1. (C) ENGINE ASSEMBLY,CONNECTING ROD - FRACTURED  
-----

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY DESCENT/LANDING

### Findings

2. TERRAIN CONDITION - SAND BAR  
3. LANDING GEAR,NOSE GEAR - COLLAPSED

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	51
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	657 hours (Total, all aircraft), 531 hours (Total, this make and model), 584 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N8690M
<b>Model/Series:</b>	P35	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Steven C. Scroggs	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-470N
<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>	PAGS, 34 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 1600 ft agl	<b>Wind Speed/Gusts, Direction:</b>	3 knots / , 165°
<b>Temperature:</b>	13° C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Juneau, AK (PAJN)	<b>Destination:</b>	Yakutat, AK (PAYA)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	58.638611, -137.662778		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott Erickson	<b>Adopted Date:</b>	04/25/2007
<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> .		

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.