



National Transportation Safety Board Aviation Accident Data Summary

Location:	Prescott, AZ	Accident Number:	LAX06FA283
Date & Time:	09/02/2006, 0923 MST	Registration:	N1893M
Aircraft:	Cessna 337G	Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The twin engine puller/pusher airplane departed the 7,550-foot-long runway, but failed to climb more than 100 feet above ground level (agl). The gear remained extended, and seconds before colliding with power lines, a transmission from one of the occupants indicated that they did not need assistance. During the accident sequence, the wreckage sustained extensive thermal damage. Two separate witnesses, who are pilots, saw the airplane after liftoff from the runway flying at low altitude just barely clearing the tops of trees. Both of the witnesses said the airplane was at a slow airspeed in a nose high attitude with the landing gear down, and, after about 1,000 yards, began a descent in the nose high attitude until contacting the power lines. Examination of the engines did not reveal any anomalies that would have precluded normal operation. Examination of the propellers indicated that the front engine was operating in the normal range at impact; however, the rear engine was producing little or no power, and had not been feathered. Performance calculations using the atmospheric conditions existing at the time and the estimated gross weight of the airplane indicated that with the rear engine inoperative and the landing gear extended, the airplane was not capable of climbing or maintaining level flight. A windmilling propeller would have greatly exacerbated the performance deficiency.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of power in the rear engine for undermined reasons. Contributing to the accident was the pilot's failure to promptly and correctly configure the airplane for single engine flight, and to maintain an adequate airspeed, which resulted in a stall mush.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. 1 ENGINE
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

3. (F) PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
 4. (F) GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
 5. (F) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. (F) STALL/MUSH - ENCOUNTERED - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. OBJECT - WIRE, TRANSMISSION

Pilot Information

Certificate:	Private	Age:	66
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1000 hours (Total, all aircraft)		

Other Flight Crew Information

Certificate:	Airline Transport; Commercial	Age:	59
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	None
Flight Time:	3438 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Cessna	Registration:	N1893M
Model/Series:	337G	Engines:	2 Reciprocating
Operator:	William Goudreault	Engine Manufacturer:	Teledyne Continental
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-360-G2
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	PRC, 5045 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Calm
Temperature:	23°C / 8°C	Visibility:	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Prescott, AZ (PRC)	Destination:	

Airport Information

Airport:	Ernest A. Love Field (PRC)	Runway Surface Type:	Asphalt
Runway Used:	21L	Runway Surface Condition:	Dry
Runway Length/Width:	7550 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground

Administrative Information

Investigator In Charge (IIC):	Howard Plagens	Adopted Date:	07/30/2008
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/ .		

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