



National Transportation Safety Board Aviation Accident Factual Report

Location:	Atwater, CA	Accident Number:	LAX07CA181
Date & Time:	06/01/2007, 1115 PDT	Registration:	N86698
Aircraft:	Dutton Air Camper	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

The pilot reported that after flying for about 40 minutes he noticed the oil temperature gauge begin to rise. He started looking for a suitable place to land when the oil temperature and engine temperature gauges both went beyond the red line. At 2,500 feet the engine made loud metallic clanking noises and began shaking violently. He shut the engine down and continued to make an emergency landing in to a plowed field. Upon landing the airplane nosed over. Examination of the engine revealed that the connecting rod for the number 2 piston failed. The engine time since last overhaul was 6 hours.

Pilot Information

Certificate:	Airline Transport	Age:	73, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	07/01/2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	24000 hours (Total, all aircraft), 50 hours (Total, this make and model), 120 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Dutton	Registration:	N86698
Model/Series:	Air Camper	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	DL1
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	04/01/2007, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	6 Hours	Engines:	1 Reciprocating
Airframe Total Time:	122.5 Hours at time of accident	Engine Manufacturer:	Ford
ELT:		Engine Model/Series:	Model B
Registered Owner:	California Antique Aircraft	Rated Power:	60 hp
Operator:	Lennert Von Clemm	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	26 °C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hollister, CA (KPDT)	Type of Flight Plan Filed:	None
Destination:	Merced, CA (KMCE)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	McCready-Merced, CA (KMCE)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	NA	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	37.350000, -120.583333

Administrative Information

Investigator In Charge (IIC):	Van S McKenny
Additional Participating Persons:	Roy Hardie; Federal Aviation Administration; Fresno, CA
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
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/ .