



# National Transportation Safety Board Aviation Accident Final Report

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

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## Analysis

The airplane experienced a loss of engine power and nosed over in a field during the forced landing. The pilot reported that after flying for about 40 minutes he noticed the oil temperature gauge begin to rise. He had 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 to shake violently. He shut the engine down and proceeded to make an emergency landing in a plowed field. The airplane nosed over during the ground roll. Examination of the antique Ford Model B engine revealed that the connecting rod for the number 2 piston failed. The time since last overhaul on the engine was 6 hours.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a loss of power due to the failure of the number 2 connecting rod.

## Findings

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

### Findings

1. (C) ENGINE ASSEMBLY,CONNECTING ROD - FAILURE  
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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING  
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY LANDING

### Findings

2. TERRAIN CONDITION - PLOWED/FURROWED  
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Occurrence #4: NOSE OVER  
Phase of Operation: EMERGENCY LANDING

## Factual Information

### Pilot Information

|                                  |   |  |            |
|----------------------------------|---|--|------------|
| <b>Certificate:</b>              | Airline Transport   | <b>Age:</b>                              | 73, Male   |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea  | <b>Seat Occupied:</b>                    | Rear       |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Restraint Used:</b>                   | Seatbelt   |
| <b>Instrument Rating(s):</b>     | Airplane  | <b>Second Pilot Present:</b>             |            |
| <b>Instructor Rating(s):</b>     |   | <b>Toxicology Performed:</b>             | No         |
| <b>Medical Certification:</b>    | Class 2   | <b>Last Medical Exam:</b>                | 07/01/2005 |
| <b>Occupational Pilot:</b>       |   | <b>Last Flight Review or Equivalent:</b> |            |
| <b>Flight Time:</b>              | 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

|                                      |                             |   |                 |
|--------------------------------------|-----------------------------|---|-----------------|
| <b>Aircraft Manufacturer:</b>        | Dutton                      | <b>Registration:</b>                      | N86698          |
| <b>Model/Series:</b>                 | Air Camper                  | <b>Aircraft Category:</b>                 | Airplane        |
| <b>Year of Manufacture:</b>          |                             | <b>Amateur Built:</b>                     | Yes             |
| <b>Airworthiness Certificate:</b>    | Experimental                | <b>Serial Number:</b>                     | DL1             |
| <b>Landing Gear Type:</b>            | Tailwheel                   | <b>Seats:</b>                             |                 |
| <b>Date/Type of Last Inspection:</b> | 04/01/2007, Annual          | <b>Certified Max Gross Wt.:</b>           |                 |
| <b>Time Since Last Inspection:</b>   | 6 Hours                     | <b>Engines:</b>                           | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 122.5 Hours                 | <b>Engine Manufacturer:</b>               | Ford            |
| <b>ELT:</b>                          | Not installed               | <b>Engine Model/Series:</b>               | Model B         |
| <b>Registered Owner:</b>             | California Antique Aricraft | <b>Rated Power:</b>                       | 60 hp           |
| <b>Operator:</b>                     | Lennert Von Clemm           | <b>Air Carrier Operating Certificate:</b> | None            |

## Meteorological Information and Flight Plan

|                                  |                                  |                              |                   |
|----------------------------------|----------------------------------|------------------------------|-------------------|
| Observation Facility, Elevation: |                                  | Observation Time:            |                   |
| Distance from Accident Site:     |                                  | Condition of Light:          | Day               |
| Direction from Accident Site:    |                                  | Conditions at Accident Site: | Visual Conditions |
| Lowest Cloud Condition:          | Clear                            | Temperature/Dew Point:       | 26 °C             |
| Lowest Ceiling:                  | None                             | Visibility                   | 10 Miles          |
| Wind Speed/Gusts, Direction:     | Light and Variable               | Visibility (RVR):            |                   |
| Altimeter Setting:               |                                  | Visibility (RVV):            |                   |
| 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 |                     |             |

## Administrative Information

|                                   |  |               |            |
|-----------------------------------|--|---------------|------------|
| Investigator In Charge (IIC):     | Van S McKenny  | Adopted Date: | 07/25/2007 |
| Additional Participating Persons: | Roy Hardie; Federal Aviation Administration; Fresno, CA  |               |            |
| Publish Date:                     |  |               |            |
| 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 <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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