



National Transportation Safety Board Aviation Accident Data Summary

Location:	Riverside, CA	Accident Number:	WPR15FA222
Date & Time:	07/26/2015, 1704 PDT	Registration:	N988RH
Aircraft:	BEECH F35	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot was receiving vectors for an instrument landing system approach during daytime visual flight rules conditions when he advised the controller that the engine had lost power and that he needed to land at a nearby airport located northeast of his position. The controller responded with the distance and direction from the airport and asked the pilot if he had the airport in sight, which he acknowledged. The controller advised the pilot to proceed inbound to the airport, told him that he could land on the runway of his discretion, and asked him to tell him which runway he was going to use; however, the pilot only responded that he was going to land into the wind. The controller repeated that the runway was at his discretion and the pilot repeated that he was going to land into the wind. Shortly after, the controller provided the pilot with the current weather conditions at the airport, which included wind from 280° at 12 knots gusting to 18 knots, and he then cleared the pilot to land on runway 27. Subsequently, the pilot responded that he was not going to make it to the airport. No further radio communications were received from the pilot.

Review of recorded radar data revealed that, when the pilot initially reported the loss of engine power, the airplane was about 1,644 ft above ground level; traveling on a heading of about 094°; and about 1.65 nautical miles (nm) west-southwest from the approach end of runway 34, 1.74 nm southwest of the approach end of runway 9, and 2.3 miles southwest of the approach end of runway 27. The radar data showed the flight track of the airplane continued on an easterly heading until it was about 0.96 nm south of runway 27 and about 653 ft above ground level. The airplane then turned left to a northerly heading while continuing to descend until radar contact was lost.

Postaccident examination of the airplane revealed that the landing gear were in the extended position and that the wing flaps were extended to about 20°. A postimpact fire and impact damage precluded a determination of the fuel quantities in all three fuel tanks. The engine test run did not reveal evidence of any preexisting anomalies that would have precluded normal operation. The reason for the loss of engine power could not be determined.

The Pilot's Operating Handbook for the accident airplane states that the maximum glide configuration includes landing gear and flaps up, cowl flaps closed, propeller low rpm, with an airspeed of 105 knots. With this configuration, the glide distance is about 1.7 nm per 1,000 ft of altitude above the terrain. It is likely that, if the airplane had been properly configured for a maximum glide distance and if the pilot decided to turn directly toward runway 34 or runway 9, for a downwind or crosswind landing, the airplane would have been able to reach either of those runways.

Flight Events

Maneuvering - Loss of engine power (total)
Maneuvering - Off-field or emergency landing
Maneuvering - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The total loss of engine power for reasons that could not be determined during postaccident examination of the airplane and engine. Also causal to the accident was the pilot's decision to attempt to reach the farthest runway and land into the wind instead of conducting a crosswind or downwind landing at a closer runway following the loss of engine power.

Findings

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C
Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

Pilot Information

Certificate:	Private	Age:	52
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	415 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N988RH
Model/Series:	F35 NO SERIES	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Continental Motors
Operating Certificate(s) Held:	None	Engine Model/Series:	E225-8
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KRAL, 804 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	12 knots / 19 knots, 290°
Temperature:	30° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LA VERNE, CA (POC)	Destination:	Riverside, CA (RAL)

Airport Information

Airport:	RIVERSIDE MUNI (RAL)	Runway Surface Type:	Asphalt
Runway Used:	27	Runway Surface Condition:	Dry
Runway Length/Width:	5401 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	33.944444, -117.433611		

Administrative Information

Investigator In Charge (IIC):	Joshua Cawthra	Adopted Date:	04/04/2017
Note:	The NTSB traveled to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91633		

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