



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	PIONEER, CA	<b>Accident Number:</b>	LAX91FA282
<b>Date &amp; Time:</b>	06/30/1991, 0911 PDT	<b>Registration:</b>	N713JB
<b>Aircraft:</b>	BEECH 65	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	6 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

A BEECH 65 COLLIDED WITH TREES IN MOUNTAINOUS TERRAIN AFTER AN INFLT LOSS OF CONTROL. A PILOT OBSERVED THE AIRPLANE START A TURN TO THE RIGHT, ROLL RIGHT AND CONTINUED UNTIL INVERTED AND ENTER INTO A SPIN. THE ACFT WAS IN A STEEP NOSE DOWN ATTITUDE WHEN IT BEGAN ITS PULL; OUT. THE ENGINES WERE HEARD BY A GROUND WITNESS WHO INITIALLY MISTOOK THEM FOR AN APPROACH MOTORCYCLE. THE PILOT INITIALLY FLEW THE ACFT 45 DAYS BEFORE THE ACCIDENT AND LOGGED 3.5 DUAL INSTRUCTION HOURS. THERE WAS NO RECORD IN THE PILOT'S LOGBOOK OF ANY ADDITIONAL FLT TRNG SINCE THE INITIAL FLT. THE PLT SATISFACTORILY COMPLETED A BFR IN A CESSNA 150 FOUR DAYS BEFORE THE ACCIDENT. EXAM OF THE WRECKAGE DSCLSD THE RT ENG HAD BROKEN EXHAUST VALVE, BUT THE LEFT PROP WAS FEATHERED. THERE WERE NO PREEXISTING MECH MALFUNCTIONS OR FAILURES FOUND WITH THE LEFT ENG.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER EMERGENCY PROCEDURES BY THE PILOT, WHEN HE INADVERTENTLY SHUT DOWN THE LEFT ENGINE AFTER ENCOUNTERING A PARTIAL LOSS OF POWER IN THE RIGHT ENGINE. FACTORS RELATED TO THE ACCIDENT WERE: IMPROPER INSTALLATION OF THE RIGHT ENGINE'S #6 EXHAUST VALVE SEAT BY OTHER MAINTENANCE PERSONNEL, FATIGUE FAILURE OF THE #6 EXHAUST VALVE, AND THE PILOT'S LACK OF FAMILIARITY WITH THE AIRCRAFT.

## Findings

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

### Findings

1. 1 ENGINE
2. (F) ENGINE ASSEMBLY, VALVE, EXHAUST - FATIGUE
3. (F) MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL

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

### Findings

4. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
5. (C) WRONG PROPELLER FEATHERED - INADVERTENT - PILOT IN COMMAND
6. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

7. OBJECT - TREE(S)

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/22/1990
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	2830 hours (Total, all aircraft), 27 hours (Total, this make and model), 24 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N713JB
<b>Model/Series:</b>	65 65	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	LC-35
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	9
<b>Date/Type of Last Inspection:</b>	01/06/1990, Annual	<b>Certified Max Gross Wt.:</b>	7700 lbs
<b>Time Since Last Inspection:</b>	39 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	4958 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IGSO-480-A16A
<b>Registered Owner:</b>	STAHL, RICHARD E.	<b>Rated Power:</b>	340 hp
<b>Operator:</b>	STAHL, RICHARD E.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 °C / -18 °C
Precipitation and Obscuration:			
Departure Point:	MODESTO, CA (MOD)	Type of Flight Plan Filed:	None
Destination:	S LAKE TAHOE, CA (TVL)	Type of Clearance:	None
Departure Time:	0830 PDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	5 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	T.H. WILCOX	Report Date:	06/02/1992
Additional Participating Persons:			
Publish Date:			
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:pubinquiry@ntsb.gov">pubinquiry@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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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).