



# Aviation Investigation Final Report

<b>Location:</b>	CLIFTON, Virginia	<b>Accident Number:</b>	BF085FA008
<b>Date &amp; Time:</b>	December 9, 1984, 16:42 Local	<b>Registration:</b>	N6536R
<b>Aircraft:</b>	BEECH C23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

SHORTLY AFTER LEVELING AT THE CRUISE ALTITUDE OF 2500 FT, THE PILOT NOTED A GRADUAL RPM DECREASE AND RESULTANT LOSS OF POWER. ALTITUDE COULD NOT BE MAINTAINED AND THE PILOT SELECTED A ROLLING OPEN FIELD IN WHICH TO LAND WHEN HE REALIZED THAT REACHING AN AIRPORT SEVEN MILES SOUTH WAS IMPROBABLE. DURING THE LANDING ROLL A STEEP INCLINE WAS ENCOUNTERED THAT COLLAPSED THE NOSE GEAR AND THE ACFT SLID. THE TEMPERATURE AND DEW POINT INDICATED THAT CONDITIONS WERE CONDUCIVE TO THE FORMATION OF CARBURETOR ICE. THE PLT STATED THAT HE DID NOT APPLY CARB HEAT BECAUSE HE FELT THAT LIST IN THE PILOT'S OPERATING HANDBOOK DOES NOT INCLUDE THE APPLICATION OF CARB HEAT. THE ENGINE WAS LATER RUN SUCCESSFULLY IN A TEST CELL WITH NO DISCREPANCIES NOTED.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: CRUISE - NORMAL

#### Findings

1. (C) WEATHER CONDITION - CARBURETOR ICING CONDITIONS

2. (C) CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
  3. (C) INFORMATION INSUFFICIENT - MANUFACTURER
  4. (C) PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
  5. (C) ACFT/EQUIP,INADEQUATE AIRCRAFT MANUALS - MANUFACTURER
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

Findings

6. LANDING GEAR,NOSE GEAR - OVERLOAD
  7. (F) TERRAIN CONDITION - OPEN FIELD
  8. (F) TERRAIN CONDITION - SOFT
  9. (F) TERRAIN CONDITION - UPHILL
  10. (F) TERRAIN CONDITION - DOWNHILL
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Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

Findings

11. (F) OBJECT - TREE(S)
12. (F) OBJECT - FENCE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	63, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	July 21, 1983
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6009 hours (Total, all aircraft), 10 hours (Total, this make and model), 14 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N6536R
<b>Model/Series:</b>	C23 C23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	M1577
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 28, 1984 Annual	<b>Certified Max Gross Wt.:</b>	2450 lbs
<b>Time Since Last Inspection:</b>	25 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1027 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-A4J
<b>Registered Owner:</b>	SUNDOWNER ASSOCIATION	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	GEAORGE L. WINNEBERGER	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	IAD ,313 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	16:50 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 25000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	80°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	6°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	CHANTILLY , VA (IAD )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	WILLIAMSBURG , VA (W70 )	<b>Type of Clearance:</b>	Traffic advisory
<b>Departure Time:</b>	16:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Richardson, Brian
<b>Additional Participating Persons:</b>	PETER H SCHENCK; WASHINGTON , DC JOHN BROWN; CHANTILLY , VA
<b>Original Publish Date:</b>	
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=11122">https://data.ntsb.gov/Docket?ProjectID=11122</a>

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