



Aviation Investigation Final Report

Location:	SAN JOSE, California	Accident Number:	LAX86LA051
Date & Time:	December 1, 1985, 14:27 Local	Registration:	N75PB
Aircraft:	PITTS S1-C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT WAS PRACTICING TAKEOFF AND LANDINGS ON RWY 13 AT REID-HILLVIEW AIRPORT, SAN JOSE, CA. THE PLT REPORTED THAT DURING THE BASE LEG TO FINAL TURN, WHILE NEGOTIATING A 'POWER-OFF' APCH, HE ATTEMPTED BY APPLY PWR BUT WAS UNABLE TO DO SO. THE ACFT CRASHED IN A MUDDY FIELD ABOUT 1/4 MILE NORTHWEST OF THE APCH END OF THE RWY. THE ENG OPERATED NORMALLY DURING THE POST-ACCIDENT FUNCTIONAL TEST. THE CURRENT TEMP/DEWPOINT WAS 55 DEG F AND 45 DEG F RESPECTIVELY. ACCORDING TO THE ICING PROBABILITY CURVE, THE TEMP/DEWPOINT CONDITIONS WERE FAVORABLE TO SERIOUS ICING CONDITIONS IN CRUISE OR CLIMB POWER SETTINGS.

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(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) FUEL SYSTEM,CARBURETOR - ICE
2. (C) CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

3. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

Findings

4. TERRAIN CONDITION - WET

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 2, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	954 hours (Total, all aircraft), 38 hours (Total, this make and model), 783 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PITTS	Registration:	N75PB
Model/Series:	S1-C S1-C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	October 1, 1985 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	280 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-360
Registered Owner:	ALAN H. DOUGLAS	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RHV ,133 ft msl	Distance from Accident Site:	
Observation Time:	14:27 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3500 ft AGL	Visibility	20 miles
Lowest Ceiling:	Overcast / 15000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	14:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	REID-HILLVIEW RHV	Runway Surface Type:	Dirt
Airport Elevation:	133 ft msl	Runway Surface Condition:	Wet
Runway Used:	13R	IFR Approach:	None
Runway Length/Width:	3099 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.330425,-121.770713(est)

Administrative Information

Investigator In Charge (IIC):	Schutte, Audrey
Additional Participating Persons:	ROBYN L MC DONOUGH; SAN JOSE , CA
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=25026

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).