



# Aviation Investigation Final Report

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<b>Location:</b>	PARADISE, California	<b>Accident Number:</b>	LAX92FA161
<b>Date &amp; Time:</b>	April 2, 1992, 19:54 Local	<b>Registration:</b>	N9367Y
<b>Aircraft:</b>	BEECH                      A33	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal, 1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

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## Analysis

THE 60 HOUR STUDENT PILOT HAD A TOTAL OF 25 HOURS IN TYPE, ALL OF WHICH WERE DUAL. WITH HIS CURRENT FLIGHT INSTRUCTOR THE STUDENT RETURNED TO THEIR HOME BASE AIRPORT TO PERFORM A PREARRANGED GO-AROUND TO FINALIZE THEIR DUAL PERIOD FOR THE EVENING. AFTER THE APPROACH TO THE RUNWAY, THE INSTRUCTOR CALLED FOR THE GO-AROUND. AFTER THE CLIMB WAS ESTABLISHED AT ABOUT 500 FEET AGL HE CALLED FOR THE COWL FLAPS TO BE OPENED, AND MOMENTS LATER THE ENGINE SUDDENLY AND WITHOUT WARNING QUIT. THE INSTRUCTOR SAID THAT AFTER THE ENGINE QUIT THE STUDENT PULLED THE CONTROL YOKE ALL THE WAY BACK AND THE AIRCRAFT ENTERED A DEEP STALL. THE AIRPLANE HAD BEEN MODIFIED TO ACCOMMODATE AN ENGINE WITH MORE HORSE POWER WHICH REQUIRED THE INSTALLATION OF COWL FLAPS. THE FAA APPROVED STC MODIFICATION DRAWINGS REQUIRED THE PUSH-PULL CONTROL FOR THE COWL FLAPS TO BE LOCATED TO THE LEFT OF THE THROTTLE CONSOLE ON A SEPARATE SWITCH PANEL. THE ACTUAL LOCATION OF THAT CONTROL IN THE ACCIDENT AIRPLANE WAS FOUND TO THE RIGHT OF THE THROTTLE BELOW THE PROPELLER CONTROL AND NEXT TO

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT'S INADVERTENT USE OF THE MIXTURE CONTROL INSTEAD OF THE COWL FLAPS AT A CRITICAL PHASE OF FLIGHT, HIS MISUSE OF THE FLIGHT CONTROLS AFTER THE ENGINE FAILURE AND THE INSTRUCTOR'S INADEQUATE SUPERVISION OF THE STUDENT. CONTRIBUTING FACTORS IN THE ACCIDENT WERE: THE NON STANDARD LOCATION OF THE COWL FLAP PUSH PULL CONTROL, DUE TO AN IMPROPER AIRCRAFT MODIFICATION, THE DARK NIGHT LIGHT CONDITIONS WHICH IMPAIRED THE FLIGHT

# INSTRUCTORS ABILITY TO MONITOR THE STUDENT COCKPIT CONTROL MANIPULATIONS.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. (F) LIGHT CONDITION - DARK NIGHT
  2. (F) VISUAL/AURAL DETECTION - PILOT IN COMMAND(CFI)
  3. (C) MIXTURE - INADVERTENT USE - DUAL STUDENT
  4. (F) MAINTENANCE,MODIFICATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
  5. (F) ACFT/EQUIP,INADEQUATE CONTROL LOCATION - OTHER MAINTENANCE PERSONNEL
  6. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: DESCENT - EMERGENCY

### Findings

7. (C) ELEVATOR - IMPROPER USE OF - DUAL STUDENT
  8. (C) STALL/MUSH - INADVERTENT - DUAL STUDENT
  9. (F) REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI)
  10. ALTITUDE - INADEQUATE
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1	<b>Last FAA Medical Exam:</b>	November 10, 1991
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2500 hours (Total, all aircraft), 10 hours (Total, this make and model), 1700 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N9367Y
<b>Model/Series:</b>	A33 A33	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	CD-262
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 23, 1991 Annual	<b>Certified Max Gross Wt.:</b>	3000 lbs
<b>Time Since Last Inspection:</b>	61 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4686 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-520-BA
<b>Registered Owner:</b>	DESMET, JEFFREY G.	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	DESMET, JEFFREY G.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	110°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	18°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal, 1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	On-ground
<b>Total Injuries:</b>	1 Fatal, 1 Serious	<b>Latitude, Longitude:</b>	39.740348,-121.609466(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Petterson, George
<b>Additional Participating Persons:</b>	RICHARD CONTE; SACRAMENTO , CA JOHN WARD; WICHITA , KS MIKE GRIMES; MOBILE , AL RICK F RIVES; SAN CARLOS , CA
<b>Original Publish Date:</b>	June 30, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=27417">https://data.nts.gov/Docket?ProjectID=27417</a>

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