



# Aviation Investigation Final Report

<b>Location:</b>	FRESNO, California	<b>Accident Number:</b>	LAX92LA208
<b>Date &amp; Time:</b>	May 9, 1992, 15:15 Local	<b>Registration:</b>	N811Q
<b>Aircraft:</b>	CORBUS/WINTERS	BD-5B	<b>Aircraft Damage:</b> Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE EXPERIMENTAL AIRPLANE WAS OWNED AND OPERATED BY THE PILOT. THE PILOT REPORTED THAT HE EXPERIENCED A TOTAL LOSS OF ENGINE POWER AT ABOUT 200 FEET ABOVE GROUND LEVEL DURING INITIAL CLIMB. THE PILOT MADE A FORCED LANDING AND COLLIDED WITH A BERM. AN EXAMINATION OF THE AIRPLANE REVEALED ITS STARTER RING GEAR HAD FAILED WHERE IT HAD BEEN WELDED TO THE ENGINE FLYWHEEL (FLEXPLATE).

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE TOTAL LOSS OF ENGINE POWER DURING INITIAL CLIMB DUE TO A FRACTURE AND FAILURE OF THE ENGINE STARTER RING GEAR. A CONTRIBUTING FACTOR WHICH WAS RELATED TO THE MECHANICAL FAILURE WAS THE AIRPLANE OWNER'S INADEQUATE MAINTENANCE.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) ENGINE ASSEMBLY, OTHER - FRACTURED
2. (F) MAINTENANCE - INADEQUATE - PILOT IN COMMAND

3. (C) ENGINE ACCESSORIES,ENGINE STARTER - FAILURE,TOTAL

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. TERRAIN CONDITION - BERM

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	67, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Front
<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>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 1, 1991
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	18328 hours (Total, all aircraft), 18314 hours (Pilot In Command, all aircraft), 66 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CORBUS/WINTERS	<b>Registration:</b>	N811Q
<b>Model/Series:</b>	BD-5B BD-5B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	3239
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Annual	<b>Certified Max Gross Wt.:</b>	890 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	HONDA
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	EB-3
<b>Registered Owner:</b>	HOWARD WINTERS & HOWARD CORBUS	<b>Rated Power:</b>	90 Horsepower
<b>Operator:</b>	HOWARD WINTERS & HOWARD CORBUS	<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>		<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>	10 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>	225°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	29°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>	MADERA , CA (MAE )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	15:15 Local	<b>Type of Airspace:</b>	Class D;Class E

## 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>	
<b>Runway Length/Width:</b>		<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>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	36.750225,-119.670463(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Pollack, Wayne
<b>Additional Participating Persons:</b>	ANTHONY THOMAS; FRESNO , CA
<b>Original Publish Date:</b>	September 14, 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.ntsb.gov/Docket?ProjectID=27619">https://data.ntsb.gov/Docket?ProjectID=27619</a>

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