



# Aviation Investigation Final Report

<b>Location:</b>	Oakdale, California	<b>Accident Number:</b>	LAX07LA015
<b>Date &amp; Time:</b>	October 20, 2006, 16:22 Local	<b>Registration:</b>	N6054Q
<b>Aircraft:</b>	Williams Bowers Fly Baby-1A	<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

While attempting to return to the airport following a loss of engine power, the airplane contacted rough terrain during a forced landing in an open field about 3,000 feet short of the runway. A wing and the main landing gear were separated from the airplane after touchdown. Following the loss of power, the pilot activated the carburetor heat to no avail. He turned back to the airport and when he knew he wasn't going to make the runway, he made the forced landing. A plot of the temperature and dew point on a carburetor icing chart revealed that the possibility existed for icing conditions at glide and cruise power settings. The pilot stated that there were no mechanical problems with the airplane, and that he should have checked more frequently for carburetor ice during the flight.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a loss of engine power due to the pilot's failure to use carburetor heat during conditions that were conducive to carburetor icing.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) WEATHER CONDITION - CARBURETOR ICING CONDITIONS

2. (C) CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

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

Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - GROUND

## Factual Information

On October 20, 2006, at 1622 Pacific daylight time, an experimental Williams Bowers Fly Baby-1A, N6054Q, experienced a loss of engine power and made a forced landing in an open field near Oakdale Airport, Oakdale, California. The owner/builder/pilot operated the airplane under the provisions of 14 CFR Part 91 as a personal flight. The airplane sustained substantial structural damage during the impact, which caused the separation of a wing and the landing gear. The private pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed for the local area flight that departed about 1612, and no flight plan had been filed.

The National Transportation Safety Board investigator-in-charge (IIC) interviewed the pilot. The pilot stated that the airplane had just been certified as an experimental light sport category airplane earlier in the day. This was the first flight after certification. He said there were no problems with the first takeoff and landing and that the airplane "flew great." On the second takeoff, about 2,000 feet above ground level (agl), the engine lost power. The pilot pulled out the carburetor heat, to no avail, and tried to make it back to the airport. The pilot reported that he knew he was not going to make it back to the airport, and chose an open pasture to make a forced landing. He stated that the pasture was "very rough." The landing gear and one of the wings was torn off during landing.

In the pilot's written statement, he said he had successfully flown the airplane earlier in the day without incident. During the accident flight, about 2,000 feet agl and 1 mile from the airport, the engine quit. He reported that it quit due to carburetor icing conditions that existed at the time. He made a 180-degree turn back to the airport. He knew that he was not going to make it back to the airport and landed in an open field.

In the RECOMMENDATION section of the Pilot/Operator Accident/Incident Report (NTSB Form 6120.1), the pilot reported that he should have checked more frequently for carburetor ice during the flight.

The closest official weather reporting system was Modesto City-County Airport-Harry Sham Field (MOD), Modesto, California, about 11 nm southwest of Oakdale Airport. The METAR issued at 1653 reported winds from 320 degrees at 4 knots; visibility 10 sm; temperature 82 degrees Fahrenheit; dew point 39 degrees Fahrenheit; and altimeter 29.82 inHg.

According to an icing probability chart, the possibility of icing conditions was conducive to icing at cruise power.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Sport pilot	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5000 hours (Total, all aircraft), 200 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Williams	<b>Registration:</b>	N6054Q
<b>Model/Series:</b>	Bowers Fly Baby-1A	<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>	1068
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	October 1, 2006 Condition	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	A65-8F
<b>Registered Owner:</b>	Myron G Williams	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>		<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>	Day
<b>Observation Facility, Elevation:</b>	MOD,66 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	15:53 Local	<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>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.84 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Oakdale, CA (027)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(027)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	16:12 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	OAKDALE 027	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	28	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 66 ft	<b>VFR Approach/Landing:</b>	Forced landing;Traffic pattern

## 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>	37.760555,-120.800277

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Cornejo, Tealeye
<b>Additional Participating Persons:</b>	Wayne Lord; Federal Aviation Administration; Fresno, CA
<b>Original Publish Date:</b>	November 29, 2007
<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=64744">https://data.nts.gov/Docket?ProjectID=64744</a>

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