



# Aviation Investigation Final Report

<b>Location:</b>	QUINHAGAK, Alaska	<b>Accident Number:</b>	ANC83LA011
<b>Date &amp; Time:</b>	November 3, 1982, 12:00 Local	<b>Registration:</b>	N3582B
<b>Aircraft:</b>	BEECH 50	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

LEFT ENGINE LOST POWER AFTER TAKEOFF. PILOT FEATHERED LEFT ENGINE AND RETURNED TO RUNWAY ON ONE ENGINE. SINCE HE WAS OVERSHOOTING HE ELECTED TO LAND ON GRASS WHEELS UP TO AVOID OVERRUN AND COLLISION WITH DITCH. THE FOLLOWING DISCREPANCIES WERE FOUND: EXHAUST VALVE LEAK #4 CYL; #1 CYL TOP PLUG GAP 0.000; #1 CYL LOWER IGNITION LEAD INTERNALLY SHORTED; #5 CYL SPARK PLUGS LOOSE; #2 CYL LOWER IGNITION LEAD SHIELD BROKEN & IGNITION WIRE EXPOSED; #4 CYL LOWER IGNITION LEAD CIGARETTE SPRING CUT & STRETCHED; #2,4 & 6 CYL UPPER IGNITION LEADS SHOWED OCCASIONAL OPEN; AND R/H MAG "P" LEAD INTERMITTENTLY GROUNDED INTERNALLY AT MAG CONNECTION.

## 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) - MECH FAILURE/MALF  
Phase of Operation: TAKEOFF - INITIAL CLIMB

#### Findings

1. (C) IGNITION SYSTEM - INADEQUATE
2. (C) MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PERSONNEL

3. (F) PROPELLER FEATHERING - INTENTIONAL - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

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Occurrence #3: COMPLETE GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

5. (F) WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<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>	February 23, 1981
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	10846 hours (Total, all aircraft), 222 hours (Total, this make and model), 10726 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N3582B
<b>Model/Series:</b>	50 50	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	CH-101
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	6000 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	4737 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	GO-435-C2
<b>Registered Owner:</b>	DON G. PORTER	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	DON G. PORTER	<b>Operating Certificate(s) Held:</b>	
<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>	30 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	26°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	QUINHAGAK , AK (KWN)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	BETHEL , AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:55 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	KWINHAGAK KWN	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Snow
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	2100 ft / 75 ft	<b>VFR Approach/Landing:</b>	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>	59.739322,-161.889663(est)

## Administrative Information

**Investigator In Charge (IIC):**

**Additional Participating Persons:**

**Original Publish Date:** November 3, 1983

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=72332>

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