



Aviation Investigation Final Report

Location:	WEST YARMOUTH, Massachusetts	Accident Number:	NYC82DA223
Date & Time:	September 11, 1982, 15:15 Local	Registration:	N7674R
Aircraft:	BEECH B23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ABOUT 30 MIN AFTER TAKEOFF, THE ENGINE LOST POWER AT ABOUT 1000 FT AGL WHEN THE PILOT ADDED POWER TO CLIMB. HE WAS UNABLE TO RESTART THE ENGINE AND ELECTED TO LAND ALONG THE SHORELINE. DURING THE APPROACH, THE AIRCRAFT COLLIDED WITH POWER LINES. REPORTEDLY, THE PILOT THEN STALLED THE PLANE WHILE AVOIDING A HOUSE, THE AIRCRAFT DROPPED INTO A MARSH AND IT SLIDE ABOUT 100 FT BEFORE COMING TO A STOP. AN OPERATIONAL CHECK OF THE ENGINE REVEALED THAT THE SLEET DUCT BETWEEN THE CARBURETOR AND CARBURETOR AIRBOX WAS WORN. ABOVE 1200 TO 1500 RPM, THE DUCT WOULD COLLAPSE AND THE ENGINE WOULD QUIT.

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

Findings

1. (C) FUEL SYSTEM, RAM AIR/INDUCTION AIR - WORN
2. (C) FUEL SYSTEM, RAM AIR/INDUCTION AIR - BLOCKED(TOTAL)

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
3. (F) OBJECT - WIRE, TRANSMISSION
4. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
5. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. MANEUVER - PERFORMED - PILOT IN COMMAND
7. STALL/MUSH - INTENTIONAL - PILOT IN COMMAND
8. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 22, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	177 hours (Total, all aircraft), 119 hours (Total, this make and model), 115 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N7674R
Model/Series:	B23 B23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	1271
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1191 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-360-A2G
Registered Owner:	JOHN L. TROTTO	Rated Power:	180 Horsepower
Operator:	JOHN L. TROTTO	Operating Certificate(s) Held:	
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	75°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HYANNIS , MA (HYA)	Type of Flight Plan Filed:	None
Destination:	HYANNIS , MA (HYA)	Type of Clearance:	None
Departure Time:	14:45 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Soft;Vegetation
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

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:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: September 11, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=73014>

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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](#).