



Aviation Investigation Final Report

Location:	Yucca Valley, California	Accident Number:	WPR12LA027
Date & Time:	November 6, 2011, 09:55 Local	Registration:	N64Z
Aircraft:	Beech A36	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

During a training flight, the flight instructor and the pilot receiving instruction were practicing procedures for a simulated engine failure. According to the pilot receiving instruction, when he attempted to reapply power the engine was unresponsive. They were forced to make an off-airport landing, which resulted in substantial damage to the right wing. During the postaccident examination, the engine was test run; no mechanical anomalies were revealed that precluded normal operation. The reason for the loss of engine power could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power for reasons that could not be determined because postaccident examination did not reveal any anomalies that would have precluded normal operation.

Findings

Not determined	(general) - Unknown/Not determined
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Factual Information

History of Flight

Landing	Simulated/training event
Landing	Loss of engine power (total) (Defining event)
Landing-landing roll	Collision with terr/obj (non-CFIT)

HISTORY OF FLIGHT

On November 6, 2011, about 0955 Pacific standard time (PST), a Beech A36, N64Z, made a forced landing following a loss of engine power at Yucca Valley Airport, Yucca Valley, California. The owner/pilot was operating the airplane under the provisions of 14 Code of Federal Regulations (CFR) Part 91. The certified flight instructor (CFI) and private pilot undergoing instruction (PUI) were not injured; the airplane sustained substantial damage to the right wing. The local instructional flight departed Yucca Valley about 0925. Visual meteorological conditions prevailed, and no flight plan had been filed.

The owner/PUI reported that they were performing a simulated loss of engine power. When he attempted to reapply power, the engine did not respond. They made a forced landing near the airport. During the landing, the right wing struck a road sign, and the landing nose gear separated from the fuselage.

The PUI reported that the training flight had departed with approximately 35 gallons of fuel. During the recovery of the airplane, approximately 25 gallons of fuel was drained from both fuel tanks.

On November 28, 2011, investigators examined the airplane and engine at Aircraftsman, Inc., Chino, California. The engine field run report is attached to the docket.

The engine was inspected and the air induction filter box had sustained impact damage during the forced landing. No other damage to the engine was observed.

After removing the damaged propeller a replacement propeller was installed. An external fuel supply was attached to the fuel valve, and the engine was started and ran with no abnormalities noted.

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	August 11, 2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2735 hours (Total, all aircraft), 1114 hours (Total, this make and model), 2455 hours (Pilot In Command, all aircraft), 61 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N64Z
Model/Series:	A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	E-918
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	November 8, 2011 Annual	Certified Max Gross Wt.:	3780 lbs
Time Since Last Inspection:	17 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4847 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO 550 B4
Registered Owner:	On file	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	NXP	Distance from Accident Site:	15 Nautical Miles
Observation Time:	09:56 Local	Direction from Accident Site:	300°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 11000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	11°C / -1°C
Precipitation and Obscuration:	N/A - None - Rain		
Departure Point:	Yucca Valley, CA (L22)	Type of Flight Plan Filed:	None
Destination:	Yucca Valley, CA (L22)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Yucca Valley Airport L22	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Simulated forced landing

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.134166,-116.396385(est)

Administrative Information

Investigator In Charge (IIC):	Jones, Patrick
Additional Participating Persons:	Joseph Chaundy; Federal Aviation Administration; Riverside, CA Andrew Swick; Continental Motors Inc.; Mobile, AL
Original Publish Date:	January 15, 2013
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=82243

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