



Aviation Investigation Final Report

Location:	Los Banos, California	Accident Number:	WPR19LA039
Date & Time:	December 6, 2018, 12:30 Local	Registration:	N361TC
Aircraft:	Beech 36	Aircraft Damage:	Substantial
Defining Event:	Unknown or undetermined	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After almost 1 hour of flight, the pilot turned onto the left base leg of the traffic pattern at the destination airport, where he intended to practice takeoffs and landings. During the turn, the engine began to sputter. The pilot turned toward the runway and tried to maintain clearance from trees located on the outside of the airport perimeter fence; however, the propeller and landing gear impacted the fence. The airplane came to rest upright about 5 ft from the runway edge, resulting in substantial damage.

Postaccident examination of the engine and fuel system revealed no anomalies. The fuel selector handle had been removed, but the rod that rotated the valve remained intact and attached to the unit. The fuel selector was disassembled, and the ring was found located between detents. Based on its position, it may have been positioned between the left- and right-wing tip tanks; however, the position of the fuel selector at the time of the loss of engine power could not be determined. The pilot reported that there were 74 gallons of fuel onboard at the time of departure; however, neither the distribution of the fuel nor the fuel onboard at the time of the accident was determined.

The reason for the partial loss of engine power could not be determined based on the available information.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A partial loss of engine power for reasons that could not be determined based on the available information.

Findings

Not determined

(general) - Unknown/Not determined

Factual Information

History of Flight

Unknown	Unknown or undetermined (Defining event)
Approach-VFR pattern base	Loss of engine power (partial)
Landing	Collision with terr/obj (non-CFIT)

On December 6, 2018, at 1230 Pacific standard time, a Beech A36TC airplane, N361TC, was substantially damaged when it was involved in an accident near Los Banos, California. The private pilot was not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot departed about 1145 and reported that he planned to practice landings at the destination airport. He entered the downwind leg of the traffic pattern at the destination, and as he made the left base turn, the engine began to sputter. The pilot turned toward the runway and tried to maintain clearance from trees located on the outside of the airport perimeter fence; however, the propeller and landing gear impacted the fence. The airplane came to rest upright about 5 ft from the runway edge, resulting in substantial damage.

Postaccident examination of the engine and fuel system revealed no anomalies. The fuel selector handle had been removed, but the rod that rotated the valve remained intact and attached to the unit. The fuel selector was disassembled, and the ring was found located between detents. Based on its position, it may have been positioned between the left- and right-wing tip tanks; however, the position of the fuel selector at the time of the loss of engine power could not be determined.

The pilot reported that there were 74 gallons of fuel onboard at the time of departure; however, neither the distribution of the fuel, nor the fuel onboard at the time of the accident, were determined.

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	December 6, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 6, 2016
Flight Time:	577 hours (Total, all aircraft), 184 hours (Total, this make and model), 534 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N361TC
Model/Series:	36 A36TC	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	EA-139
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	December 8, 2017 Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2813.4 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO-550-B-RA
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:	KCVH,237 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	12:35 Local	Direction from Accident Site:	250°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	16°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	San Jose, CA (RHV)	Type of Flight Plan Filed:	None
Destination:	Los Banos, CA (LSN)	Type of Clearance:	VFR
Departure Time:	11:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	Los Banos Muni LSN	Runway Surface Type:	Asphalt
Airport Elevation:	121 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	3801 ft / 75 ft	VFR Approach/Landing:	Forced landing;Traffic pattern

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:	37.063888,-120.86972(est)

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	John G Jensen; Federal Aviation Administration; Fresno, CA
Original Publish Date:	May 19, 2022
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=98742

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).