



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
ANC20FA005

NOTES

The airplane came to rest on a heading of about 200° at an elevation of about 770 ft mean sea level (msl) in desert terrain, at approximate coordinates of 33.685278, -115.267222. The initial impact point was indicated by a crater about 3 ft deep with ground scars similar in length to the wing leading edges. The airplane was heavily fragmented, with pieces found along a heading of about 170° for about 500 ft from the initial impact crater. All of the major components were located at the scene.

The Beech V35 is a single-engine, low-wing, one pilot and 3 passenger (4 seat) configuration airplane, with a retractable landing gear arrangement. It incorporated a conventional flight control arrangement, with the flight control surfaces directly actuated by cables from the cockpit controls. The airplane was equipped with a Continental Motors IO-520-BA(2) engine rated at 285 HP at 2700 RPM, S/N 249332.R; and a McCauley propeller, Model 2A36C23, Part # 2A36C23-PCEG/S-84B-0. The airplane had accumulated about 20.3 hours since the annual inspection.

A post-recovery examination revealed, all 8 wing attachment bolts were found secure and intact. Two gyros were found, a double chamfer and single chamfer, both indicated signs of rotational scoring. The fuel selector was in the left position and had no debris or contamination. The engine exhibited impact damage to the forward section, with the alternator and propeller assembly being displaced from the crankshaft aft of the propeller flange. All six cylinders remained attached to their cylinder bases, and the upper rear portion of the crankcase had liberated. The engine was unable to be manually rotated but was examined internally using a lighted borescope. The fuel manifold and mixture control unit screens were found intact and uncontaminated, and the oil system showed no signs of contamination or evidence of hard particle passage.

During the examination no anomalies or mechanical failures or malfunctions were found that would have precluded normal operation.