

Air Safety Investigations Aircraft Incident/Accident Technical Report

Aircraft Incident/ Accident Information	Year: 1995	Make: Beechcraft	Model: A36
	Serial number: E-2931		Registration: N248SB
Location: San Diego, CA		Date: 12-09-17	Time: 1633 PST
Aircraft Owner		Aircraft Operator	
Altitude Aviation Inc [REDACTED] Hermosa Beach, CA 90254-4650		Joshua Robin Reikes [REDACTED] Torrance, CA 90505-4303	
Report Information			
Senior Air Safety Investigator: Ricardo J. Asensio		Report #: ASI-17-DM-T	Report date: 04-12-18

Airframe

Impact Sequence and Airframe Structure

The aircraft came to rest upright on a 200° MH. The left wing outboard section and wing tip separated and came to rest in the adjacent house. According to eyewitnesses, the post impact fire started at the engine and quickly spread to the house and the aircraft. All four corners of the aircraft were identified. All flight control surfaces were observed.

Airframe Systems

Flight Control System Information		
Control lock: Not installed		
Flight Control Cable Continuity		
Ailerons: Established	Elevators: Established	Rudder: Established
Aileron tab: Not established	Elevator tab: Not established	Rudder tab: Not applicable
Flap and Trim Positions		
Flaps:	Indicator: Undt	Handle: Undt
	Left actuator: Up	Right actuator: Undt
Elevator trim:	Indicator: Unknown due to damage	
	Left actuator: Undt	Right actuator: 10° tab down
Rudder trim:	Indicator: Not applicable	Actuator: N/A
Aileron trim:	Indicator: Unknown due to damage	Actuator: Undt

Remarks:

Flight control cable continuity was established from the control surfaces to the cockpit. Flaps were in the up position. Elevator trim was 10° tab down.

Airframe Fuel System Condition, Controls, and Read Outs		
Fuel strainer screen: Undetermined	Fuel strainer bowl: Undetermined	
Main fuel tank gauge:	Left: Undt	Right: Undt
Fuel selector handle: Right	Fuel selector valve: Right	Fuel boost pump: Undetermined
Firewall fuel shutoff: Not applicable		

Remarks:

The fuel selector valve was in the right tank position. Examination of the fuel selector revealed presence of a red in color fluid (blood) inside the fuel selector valve.

Landing Gear System Condition and Controls			
Gear position:	Nose: Extended	Left: Extended	Right: Extended
Actuator position:	Nose: Extended	Left: Extended	Right: Extended
Landing gear selector: Undetermined		Emer gear handle: Stowed and locked	
Environmental System Controls and Read Outs			
Cabin heater: Undt	Cabin vent: Undt	Defrost: Undt	
Air conditioner: N/A	Oxygen system: Not applicable	Oxygen quantity: Not applicable	
Icing System Information and Switches			
Certified into known icing? No		De-icing boots installed? Undetermined	
Pitot heat: Undetermined		Stall heat: Undetermined	
De-ice:	Surface: Not applicable	Propeller: Undetermined	Windshield: Not applicable
Anti-ice:	Surface: Not applicable	Propeller: Not applicable	Windshield: Not applicable
ELT Information			
Installed? Yes	Manufacturer: Undt	Model: Undt	Type: Undt
Serial number: Undt	Battery due date: Undt	Armed: Undetermined	Activated: Undetermined

Remarks:

Impact damage prevented an examination of the environmental systems, anti-icing system, and ELT.

Cabin and Equipment/Furnishings

Restraint System Information						
Seat	Occupied	Restraint type	Restraint used	Condition	Manufacturer	
1	Yes	3-Point	Undt	Fire damaged	Undetermined	
2	Yes	3-Point	Undt	Fire damaged	Undetermined	
3	S/B	Undetermined	Undt	Fire damaged	Undetermined	
4	S/B	Undetermined	Undt	Fire damaged	Undetermined	
5	S/B	Undetermined	Undt	Fire damaged	Undetermined	
6	S/B	Undetermined	Undt	Fire damaged	Undetermined	

Seat Condition Information					
Seat	Orientation	Feet intact	Back intact	Base intact	Rail intact
1	Forward facing	See below			
2	Forward facing	See below			
3	Rear facing	See below			
4	Rear facing	See below			
5	Forward facing	See below			
6	Forward facing	See below			

Remarks:

The use of safety restraints was not confirmed for any of the occupants. The positions occupied by the passengers were unknown. Examination of the cabin and furnishings was not possible due to the fire damage.

Instrument Panel

Navigation Instruments							
Analog primary instruments				Autopilot type: Undetermined			
Suction gage: Undetermined		Magnetic compass: Undetermined		Clock: Undetermined			
	Left side	Right side		Left side	Right side		
Airspeed:	Undt	Undt	Turn coordinator (airplane):	Undt	Undt		
Attitude (pitch):	Undt	Undt	Turn coordinator (ball):	Undt	Undt		
Attitude (roll):	Undt	Undt	Heading indicator:	Undt	Undt		
Altimeter:	Undt	Undt	Heading "bug":	Undt	Undt		
Altimeter setting:	Undt	Undt	Vertical speed indicator:	Undt	Undt		
Communication and Navigation Radios							
Radio	Control	Active frequency	Stand-by frequency	Radio	Control	Active frequency	Stand-by frequency
Com 1:	Undt	Undetermined	Undetermined	Com 2:	Undt	Undetermined	Undetermined
Nav 1:	Undt	Undetermined	Undetermined	Nav 2:	Undt	Undetermined	Undetermined
Obs 1:	Undetermined			Obs 2:	Undetermined		
Transponder:	Mode: Undetermined		Active code: Undetermined		Stand-by code: Undetermined		
Electrical Switch Positions							
Master battery: Undetermined		Master alternator: Undetermined		Avionics 1: Undetermined			
Stand-by battery: Undetermined		Alternator 2: Undetermined		Avionics 2: Undetermined			
Lighting Switch Positions							
Navigation: Undetermined		Rotating Beacon: Undetermined		Landing: Undetermined			
Taxi: Undetermined		Strobe: Undetermined		Instrument: Undetermined			
Wing Ice: Undetermined							
Ignition Switch Position							
Key: Undetermined							

Remarks:

No information was recorded due to the post impact damage.

Powerplant Description

Engine Instruments						
Hour meter: Undt		Tach RPM: Undt		Tach hours: Undt		
Oil press: Undt		Oil temp: Undt		EGT: Undt		
Fuel press: Undt		Fuel flow: Undt		Ammeter: Undt		
Engine Control Positions						
	Cockpit	Engine		Cockpit	Engine	
Throttle:	Undetermined	Undetermined	Cowl flaps:	Undetermined	Undetermined	
Mixture:	Undetermined	Undetermined	Alternate air:	Undetermined	Undetermined	
Propeller:	Undetermined	Undetermined	Primer:	N/A		
Engine Condition						
Engine attached to airframe: Partially			Propeller attached to engine: Yes			
Engine compression: Undetermined			Valve train continuity: Undetermined			
Vacuum pump drive shaft: Undetermined						
Engine Fuel System Condition						
Fuel pump drive shaft: Undetermined			Carburetor inlet screen: Undetermined			
Fuel distribution valve screen: Undetermined			Fuel injectors: Undetermined			
Magnetos Condition						
Left magneto attached: Yes			Right magneto attached: Yes			
Left magneto spark: Undetermined			Right magneto spark: Undetermined			
Spark Plug Condition (per Champion Check-A-Plug Card)						
	1	2	3	4	5	6
Top	Undetermined	Undetermined	Undetermined	Undetermined	Undetermined	Undetermined
Bottom	Undetermined	Undetermined	Undetermined	Undetermined	Undetermined	Undetermined

Remarks:

The engine remained partially attached by the control cables. The engine was examined by the NTSB engine specialist and a Continental Motors Inc. investigator at the salvage facility on a later date when this investigator was not present. A report from the engine examination was not made available at the time this report was written.

Propeller

The three-bladed propeller was attached to the engine. Two of the three blades were melted by the post impact fire. A third blade was bent aft under the engine.

Research & Testing

No pre-impact abnormalities on the airframe were noted during the examination. No further research or tests are scheduled.