



Aviation Investigation Final Report

Location:	Shelter Cove, California	Accident Number:	WPR23LA262
Date & Time:	July 8, 2023, 12:30 Local	Registration:	N9520Y
Aircraft:	Beech P35	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (partial)	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he departed with 74 gallons of fuel onboard for the flight of about 84 nm. After an uneventful flight the pilot selected the runway that was favored by prevailing winds. He then extended the landing gear and reduced power while the airplane was on the downwind leg of the airport traffic pattern over the ocean. The pilot encountered a partial loss of engine power as he turned to the base leg and the airplane began to descend from 800 ft above ground level. He performed emergency procedures for a loss of power from memory, but the engine continued to run at low power. Unable to maintain altitude, the airplane impacted the ocean and sank. The pilot and passenger, who were both seriously injured, egressed the airplane and swam to shore. Subsequent efforts to locate and recover the airplane were unsuccessful.

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 because the airplane was not located and recovered.

Findings

Aircraft	(general) - Unknown/Not determined
----------	------------------------------------

Factual Information

History of Flight

Landing	Loss of engine power (partial) (Defining event)
----------------	---

Pilot Information

Certificate:	Private	Age:	39,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	August 21, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 15, 2022
Flight Time:	553.5 hours (Total, all aircraft), 97.5 hours (Total, this make and model), 488.2 hours (Pilot In Command, all aircraft), 25.2 hours (Last 90 days, all aircraft), 8.3 hours (Last 30 days, all aircraft)		

Passenger Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied: Right
Other Aircraft Rating(s):	Restraint Used:
Instrument Rating(s):	Second Pilot Present: No
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N9520Y
Model/Series:	P35	Aircraft Category:	Airplane
Year of Manufacture:	1962	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	D-7016
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	January 5, 2023 Annual	Certified Max Gross Wt.:	3135 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4174 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91A installed, not activated	Engine Model/Series:	IO-470-N
Registered Owner:	On file	Rated Power:	260 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:	KFOT, 391 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	12:35 Local	Direction from Accident Site:	355°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Overcast / 1700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	14°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lakeport, CA (102)	Type of Flight Plan Filed:	None
Destination:	Shelter Cove, CA	Type of Clearance:	VFR flight following
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	SHELTER COVE 0Q5	Runway Surface Type:	
Airport Elevation:	73 ft msl	Runway Surface Condition:	Water-choppy
Runway Used:		IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	40.028167,-124.0743(est)

Administrative Information

Investigator In Charge (IIC):	Stein, Stephen
Additional Participating Persons:	David Jensen; Federal Aviation Administration; Oakland, CA
Original Publish Date:	January 25, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192580

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](#).