



# Aviation Investigation Final Report

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<b>Location:</b>	RICHFIELD, Utah	<b>Accident Number:</b>	DEN85LA089
<b>Date &amp; Time:</b>	March 1, 1985, 13:15 Local	<b>Registration:</b>	N8112R
<b>Aircraft:</b>	BEECH E33-C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

THE PLT STATED THAT HE WAS RETURNING TO THE ARPT AND WAS ON THE BASE LEG OF THE TRAFFIC PATTERN WHEN HE EXPERIENCED A PARTIAL LOSS OF ENG PWR. THE PLT STATED THAT WHEN HE TURNED ON THE BOOST PUMP, PWR WAS RESTORED FOR A SHORT TIME. HE CONTINUED TO STATE THAT HE COULD NOT RESTORE SUFFICIENT PWR TO MAINTAIN FLT. AN EMERGENCY LANDING WAS EXECUTED IN AN OPEN FIELD. POST CRASH EXAM OF THE ENG REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE. THE PLT HAS 2.5 HOURS OF FLT TIME IN THIS MAKE AND MODEL ACFT. THE PLT STATED THAT HE MANAGED TO GET THE ENG STARTED ON BASE LEG AFTER THE INITIAL PWR LOSS BY USING THE FUEL BOOST PUMP. HE STATED THAT AFTER THE ENG STARTED HE FLIPPED THE BOOST PUMP SWITCH OFF AND THE ENG IMMEDIATELY LOST PWR AGAIN. THE PLTS HANDBOOK (FLT MANUAL) STATES THAT THE PUMP SHOULD BE ON FOR AN AIR START & LEFT ON IF THE FUEL PUMP IS SUSPECTED OF FAILURE LOSS OF FUEL PRESSURE WITH BOOST PUMP OFF. THE PLT INDICATED THE START PROCESS WAS REPEATED SEVERAL TIMES WITH SIMILIAR RESULTS.

## Probable Cause and Findings

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

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

### Findings

1. (F) AIRPORT/FACILITIES - FAILURE,PARTIAL
2. (F) FUEL SYSTEM,PUMP - FAILURE,PARTIAL
3. (C) REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND
4. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
5. (C) EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
6. (C) FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
7. (C) INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

8. (F) TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	65, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 11, 1984
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3800 hours (Total, all aircraft), 3 hours (Total, this make and model), 33 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N8112R
<b>Model/Series:</b>	E33-C E33-C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	CJ-23
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 22, 1985 Annual	<b>Certified Max Gross Wt.:</b>	3300 lbs
<b>Time Since Last Inspection:</b>	3 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	905 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-520-B
<b>Registered Owner:</b>	WALTER MORRISON	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	140°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	9°C / -8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	Precautionary landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.750671,-112.099639(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Feith, Gregory
<b>Additional Participating Persons:</b>	JON BARRIE; UTAH , UT
<b>Original Publish Date:</b>	
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=16644">https://data.nts.gov/Docket?ProjectID=16644</a>

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