



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | HEMET, California | Accident Number: | LAX87DUG08 |
| Date & Time: | August 31, 1987, 09:45 Local | Registration: | N1189B |
| Aircraft: | BOYLES STARDUSTER II | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Serious |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE PLT RPRTD THAT SHORTLY AFTER TAKEOFF, THE ENG BEGAN TO 'CUT OUT.' HE MOVED THE FUEL SELECTOR TO THE RESERVE TANK & ACTIVATED THE STANDBY FUEL PUMP, BUT WAS UNABLE TO RESTART THE ENG. SUBSEQUENTLY, THE ACFT WAS DAMAGED AS THE PLT WAS MAKING AN EMERGENCY LANDING IN A DIRT FIELD. THE ENG AND FUEL SYS WERE EXAMINED, BUT NO EVIDENCE OF A PREEXISTING FAILURE WAS FOUND.

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
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

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|----------------------------------|--|--|--------------------|
| Certificate: | Airline transport; Flight instructor | Age: | 66, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Rear |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane single-engine; Instrument airplane | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | September 16, 1986 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 24000 hours (Total, all aircraft), 825 hours (Total, this make and model), 14000 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | BOYLES | Registration: | N1189B |
| Model/Series: | STARDUSTER II STARDUSTER | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | Yes |
| Airworthiness Certificate: | Experimental (Special) | Serial Number: | 89 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | November 15, 1986 Annual | Certified Max Gross Wt.: | 1800 lbs |
| Time Since Last Inspection: | 21 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1368 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Not installed | Engine Model/Series: | O-360 |
| Registered Owner: | CHARLES RAYMOND ENZ | Rated Power: | 180 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | RIV ,1538 ft msl | Distance from Accident Site: | 26 Nautical Miles |
| Observation Time: | 11:00 Local | Direction from Accident Site: | 306° |
| Lowest Cloud Condition: | Scattered | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 2 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 280° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 33°C / 11°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 10:22 Local | Type of Airspace: | Class G |

Airport Information

| | | | |
|-----------------------------|-----------------|----------------------------------|----------------|
| Airport: | ERNST 17L | Runway Surface Type: | Dirt |
| Airport Elevation: | 2860 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | 3000 ft / 60 ft | VFR Approach/Landing: | Forced landing |

Wreckage and Impact Information

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|----------------------------|-----------|-----------------------------|-------------|
| Crew Injuries: | 1 Serious | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Serious | Latitude, Longitude: | |

Administrative Information

Investigator In Charge (IIC): Mcguire, Karl

Additional Participating Persons: KARL J MC GUIRE;

Original Publish Date: March 31, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=25303>

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](#).