



Aviation Investigation Final Report

Location:	WICKENBERG, Arizona	Accident Number:	LAX91LA291
Date & Time:	July 6, 1991, 13:00 Local	Registration:	N334E
Aircraft:	BEECH F33A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT PILOT, WHO HAD A TOTAL OF 75 HOURS OF AERONAUTICAL FLIGHT EXPERIENCE, REPORTED THAT DURING CLIMB THE AIRPLANE'S FUEL INJECTED ENGINE LOST ALL POWER. THE PILOT FURTHER REPORTED THAT SHE WAS UNSUCCESSFUL AT RESTARTING THE ENGINE, AND SHE MADE A FORCED LANDING ON ROUGH TERRAIN. ACCORDING TO THE FAA INSPECTORS WHO SUBSEQUENTLY EXAMINED THE AIRPLANE'S FUEL SYSTEM, ENGINE, AND ACCESSORIES, NO DISCREPANCIES WERE FOUND. THE ENGINE WAS SUCCESSFULLY TEST RUN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF ENGINE POWER FOR UNDETERMINED REASONS. A FACTOR WAS THE UNSUITABLE TERRAIN.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CLIMB - TO CRUISE

Findings

1. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

Pilot Information

Certificate:	Student	Age:	27,Female
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 26, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	75 hours (Total, all aircraft), 30 hours (Total, this make and model), 18 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N334E
Model/Series:	F33A F33A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	CE1468
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	IO-520-BB18
Registered Owner:		Rated Power:	285 Horsepower
Operator:	CUTTER AVIATION, INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WICKENBURG , AZ (E25)	Type of Flight Plan Filed:	None
Destination:	PHOENIX , AZ (PHX)	Type of Clearance:	None
Departure Time:	12:53 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	MIKE BROWN; SCOTTSDALE , AZ
Original Publish Date:	March 24, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=27273

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](#).