



Aviation Investigation Final Report

Location:	AGUILA, Arizona	Accident Number:	LAX93LA180
Date & Time:	April 17, 1993, 07:20 Local	Registration:	N9203S
Aircraft:	BEECH B24R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ENGINE QUIT DURING THE TAKEOFF INITIAL CLIMB AND THE AIRCRAFT COLLIDED WITH A DITCH DURING A FORCED LANDING ATTEMPT BEYOND THE AIRPORT BOUNDARY. AN FAA AIRWORTHINESS INSPECTOR EXAMINED THE AIRCRAFT AND INTERVIEWED THE PILOTS AND WITNESSES TO THE ACCIDENT. THE PILOTS HAD REPORTEDLY SWITCHED FUEL TANKS SHORTLY BEFORE THE ENGINE QUIT. THE INSPECTOR STATED THAT THE RIGHT FUEL TANK CONTAINED ABOUT THREE QUARTERS CAPACITY OF FUEL WHILE THE LEFT FUEL TANK WAS EMPTY. THE ELECTRIC BOOST PUMP WAS FOUND TO FUNCTION INTERMITTENTLY DUE TO A FAULTY COCKPIT SWITCH. ACCORDING TO THE MAINTENANCE RECORDS, THE AIRCRAFT HAD AN ANNUAL INSPECTION IN 1984 AND WAS SUBSEQUENTLY PARKED AND NOT FLOWN UNTIL AFTER THE MOST RECENT ANNUAL, WHICH WAS SIGNED OFF IN THE LOGBOOKS ON MARCH 1, 1993.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF ENGINE POWER DUE TO FUEL STARVATION. THE FUEL STARVATION WAS CAUSED BY THE PILOT'S FAILURE TO SELECT A TANK CONTAINING FUEL AND THE INTERMITTENT OPERATION OF THE ELECTRIC BOOST PUMP DUE TO A FAULTY COCKPIT SWITCH. A FACTOR IN THE ACCIDENT WAS THE INADEQUATE MAINTENANCE AND INSPECTION OF THE AIRCRAFT.

Findings

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

Findings

1. (C) FLUID,FUEL - STARVATION
 2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 3. (C) FUEL SYSTEM,ELECTRIC BOOST PUMP - ERRATIC
 4. (F) MAINTENANCE,INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

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

Findings

5. TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	81, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 1, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	31000 hours (Total, all aircraft), 1 hours (Total, this make and model), 26 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N9203S
Model/Series:	B24R B24R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	MC 373
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 1, 1993 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360
Registered Owner:	BEAUFORD A. ROBBINS	Rated Power:	200 Horsepower
Operator:	BEAUFORD A. ROBBINS	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	40 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:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(7E0)	Type of Flight Plan Filed:	None
Destination:	(7E0)	Type of Clearance:	None
Departure Time:	07:20 Local	Type of Airspace:	Class G

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:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.810268,-113.1791(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	JOHN ELLER; SCOTTSDALE , AZ
Original Publish Date:	November 19, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=27960

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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](#).