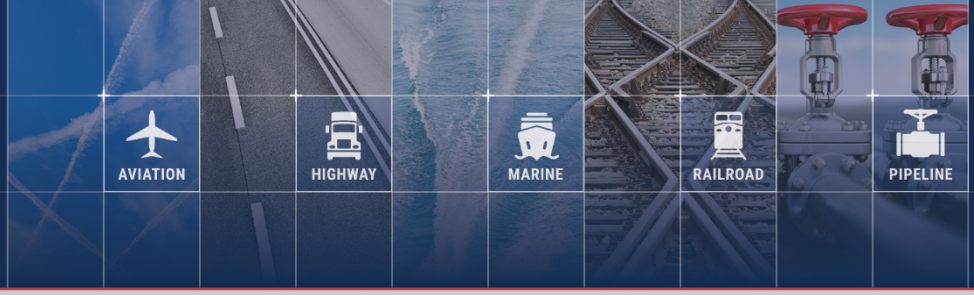


# Aviation Investigation Final Report

| | | | |
|---|---|---|---|
| **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
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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

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|---|---|
| **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 |