



Aviation Investigation Final Report

Location:	REXBURG, Idaho	Accident Number:	SEA93LA044
Date & Time:	December 19, 1992, 16:40 Local	Registration:	N911AG
Aircraft:	CESSNA 414A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT NOTED A FUEL IMBALANCE, WITH MORE FUEL REMAINING IN THE LEFT MAIN TANKS. A FORCED LANDING WAS MADE WHEN BOTH ENGINES LOST POWER, AFTER EXHAUSTING THE FUEL FROM THE RIGHT MAIN TANKS. THE PILOT FAILED TO ACCESS THE APPROXIMATE FIFTY GALLONS REMAINING OF THE LEFT MAIN FUEL SUPPLY BY POSITIONING THE RIGHT FUEL SELECTOR IN CROSSFEED POSITION FOR THE RIGHT ENGINE. LATER TROUBLE SHOOTING REVEALED THAT THE LEFT FUEL SELECTOR VALVE HAD NOT BEEN IN ITS DETENT, AND BOTH ENGINES HAD BEEN FEEDING FROM THE RIGHT MAIN TANKS. O RINGS IN THE FUEL VALVE HAD DETERIORAED TO THE EXTENT THAT THE INTERNAL SPOOL VALVE FELT LIKE IT WAS IN ITS DETENT WHEN IT WAS NOT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT DID NOT SELECT THE REMAINING FUEL SUPPLY. FACTORS INCLUDE A DETERIORATED FUEL SELECTOR VALVE.

Findings

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

- Findings
1. ALL ENGINES

2. (F) FUEL SYSTEM,SELECTOR/VALVE - DETERIORATED
3. (C) FUEL TANK SELECTOR POSITION - NOT SELECTED - PILOT IN COMMAND

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

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

Factual Information

Pilot Information

Certificate:	Commercial	Age:	57, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 1, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	902 hours (Total, all aircraft), 144 hours (Total, this make and model), 724 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N911AG
Model/Series:	414A 414A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	414A-0438
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	December 16, 1992 100 hour	Certified Max Gross Wt.:	6750 lbs
Time Since Last Inspection:	6 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2201 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520-NB
Registered Owner:	NINE ELEVEN ALPHA GOLF, INC	Rated Power:	310 Horsepower
Operator:	DR. CHARLES O. GARRISON	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:	IDA ,4740 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	16:47 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Overcast / 3600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-14°C / -17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	POCATELLO , ID (PIH)	Type of Flight Plan Filed:	None
Destination:	(PIH)	Type of Clearance:	None
Departure Time:	15:15 Local	Type of Airspace:	Class E

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:	43.780456,-111.759338(est)

Administrative Information

Investigator In Charge (IIC):	Stockhill, Michael
Additional Participating Persons:	JOAN D'AMICO; SALT LAKE CITY , UT
Original Publish Date:	August 13, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=42972

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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](#).