



National Transportation Safety Board Aviation Accident Final Report

Location:	RICHFIELD, UT	Accident Number:	DEN85LA089
Date & Time:	03/01/1985, 1315 MST	Registration:	N8112R
Aircraft:	BEECH E33-C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT STATED THAT HE WAS RETURNING TO THE ARPT AND WAS ON THE BASE LEG OF THE TRAFFIC PATTERN WHEN HE EXPERIENCED A PARTIAL LOSS OF ENG PWR. THE PLT STATED THAT WHEN HE TURNED ON THE BOOST PUMP, PWR WAS RESTORED FOR A SHORT TIME. HE CONTINUED TO STATE THAT HE COULD NOT RESTORE SUFFICIENT PWR TO MAINTAIN FLT. AN EMERGENCY LANDING WAS EXECUTED IN AN OPEN FIELD. POST CRASH EXAM OF THE ENG REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE. THE PLT HAS 2.5 HOURS OF FLT TIME IN THIS MAKE AND MODEL ACFT. THE PLT STATED THAT HE MANAGED TO GET THE ENG STARTED ON BASE LEG AFTER THE INITIAL PWR LOSS BY USING THE FUEL BOOST PUMP. HE STATED THAT AFTER THE ENG STARTED HE FLIPPED THE BOOST PUMP SWITCH OFF AND THE ENG IMMEDIATELY LOST PWR AGAIN. THE PLTS HANDBOOK (FLT MANUAL) STATES THAT THE PUMP SHOULD BE ON FOR AN AIR START & LEFT ON IF THE FUEL PUMP IS SUSPECTED OF FAILURE LOSS OF FUEL PRESSURE WITH BOOST PUMP OFF. THE PLT INDICATED THE START PROCESS WAS REPEATED SEVERAL TIMES WITH SIMILIAR RESULTS.

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(PARTIAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. (F) AIRPORT/FACILITIES - FAILURE,PARTIAL
2. (F) FUEL SYSTEM,PUMP - FAILURE,PARTIAL
3. (C) REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND
4. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
5. (C) EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
6. (C) FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
7. (C) INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - 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 - FLARE/TOUCHDOWN

Findings

8. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	65, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/11/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3800 hours (Total, all aircraft), 3 hours (Total, this make and model), 33 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N8112R
Model/Series:	E33-C E33-C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	CJ-23
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	09/22/1985, Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	905 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-B
Registered Owner:	WALTER MORRISON	Rated Power:	285 hp
Operator:	WALTER MORRISON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	9° C / -8° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1230 MDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	GREGORY A FEITH	Report Date:	
Additional Participating Persons:	JON BARRIE; UTAH, UT		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).