



National Transportation Safety Board Aviation Accident Data Summary

Location:	RICHFIELD, UT	Accident Number:	DEN85LA089
Date & Time:	03/01/1985, 1315 MST	Registration:	N8112R
Aircraft:	BEECH E33-C	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

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

Pilot Information

Certificate:	Commercial	Age:	65
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	WALTER MORRISON	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-520-B
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 140°
Temperature:	9°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): GREGORY A FEITH

Adopted 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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.