



National Transportation Safety Board Aviation Accident Final Report

Location:	CORONA, CA	Accident Number:	LAX85FA301
Date & Time:	07/01/1985, 1547 PDT	Registration:	N5794X
Aircraft:	BEECH 95-B55	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

DURING EN ROUTE DESCENT THE PLT TOLD THE RADAR CONTROLLER THT HE HAD LOST AN ENG AND COULD NOT HOLD ALT. WITNESSES SAW THE ACFT DESCENDING TOWARD HILLY TERRAIN, BEGIN A RIGHT TURN, THEN ABRUPTLY PITCH DOWN AND ROLL RIGHT TO IMPACT IN A RESIDENCE YARD ON THE RIGHT WING TIP. THE ACFT IS EQUIPPED WITH MAIN AND AUX FUEL TANKS IN EACH WING. A SELECTOR SWITCH DETERMINES WHETHER THE MAIN OR AUX TANK FUEL LEVELS ARE DISPLAYED ON THE FUEL GAGES. EXAMINATION OF THE ACFT REVEALED THAT THE FUEL SELECTORS WERE POSITIONED ON THE AUX TANKS WHILE THE FUEL GAGE WAS SELECTED TO THE MAIN TANKS. NO FUEL WAS FOUND IN THE AUX TANKS, WHILE ABOUT 10 GALLONS OF FUEL WERE FOUND IN THE MAIN TANKS. THE LEFT ENG FUEL LINESCONTAINED NO FUEL, WHILE THE RIGHT ENG LINES HAD FUEL. EXAMINATION OF THE PROPELLER HUBS REVEALED THAT THE RIGHT PROPELLER WAS IN THE FEATHERED POSITION WHILE THE LEFT PROPELLER WAS IN THE HIGH PITCH RANGE.

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(TOTAL) - NONMECHANICAL
Phase of Operation: DESCENT - NORMAL

Findings

1. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - NOT SWITCHED
 2. (C) FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
 3. (F) FLUID,FUEL - STARVATION
 4. (C) WRONG PROPELLER FEATHERED - INADVERTENT - PILOT IN COMMAND
 5. (F) FUEL SYSTEM,SELECTOR/VALVE - NOT SWITCHED
 6. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 7. (F) FUEL SYSTEM,SELECTOR/VALVE - IMPROPER
 8. (F) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 9. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 10. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

11. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 12. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

13. (F) TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/01/1983
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2100 hours (Total, all aircraft), 90 hours (Total, this make and model), 2100 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N5794X
Model/Series:	95-B55 95-B55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	TC 751
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	04/15/1985, Annual	Certified Max Gross Wt.:	5000 lbs
Time Since Last Inspection:	134 Hours	Engines:	2 Reciprocating
Airframe Total Time:	5100 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-470-L
Registered Owner:	RONALD BRUCE AND LEE MATHIS	Rated Power:	260 hp
Operator:	JOHN R. DUBOS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CND, 650 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	1545 PDT	Direction from Accident Site:	312°
Lowest Cloud Condition:	Scattered / 20000 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	SAN DIEGO, CA (SFE)	Type of Flight Plan Filed:	None
Destination:	CORONA, CA (L66)	Type of Clearance:	None
Departure Time:	1514 PDT	Type of Airspace:	Class E; TRSA

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal, 1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JEFF RICH	Report Date:	
Additional Participating Persons:	LEROY BLUM; RIVERSIDE, CA MIKE MCCLURE; WICHITA, KS MIKE GRIMES; MOBILE, AL		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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