



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	HONOLULU, HI	<b>Accident Number:</b>	LAX84LA401
<b>Date &amp; Time:</b>	07/17/1984, 0600 HST	<b>Registration:</b>	N21S
<b>Aircraft:</b>	BEECH H18S	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

DURING TAKEOFF AT ABOUT 50 FT AGL & 4,000 FT DOWN RWY 4R, THE RIGHT ENG LOST POWER. ACCORDING TO THE PLT, HIS AIRSPEED WAS 105 MPH & THE RIGHT ENG 'POPPED' BEFORE IT LOST POWER. HE ALSO STATED THAT POWER ON THE LEFT ENG DETERIORATED AFTER THE THE RIGHT PROP WAS FEATHERED. THE ACFT WENT INTO A RIGHT BANK & THE PLT MAINTAINED CONTROL OF THE ACFT UNTIL IMPACT WITH THE WATER. EXAMINATION OF THE RIGHT ENG REVEALED THAT THE RIGHT MAGNETO, AMERICAN BOSCH SB9RU-3, SER #B88470, WAS NOT TIMED CORRECTLY. DISASSEMBLY OF THE MAGNETO REVEALED THAT ALL EXCEPT 11 DISTRIBUTOR GEAR TEETH WERE STRIPPED OFF. AT THE TIME OF THE POWER LOSS OF THE RIGHT ENG, ABOUT 5,000 FT OF RWY WAS REMAINING.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) IGNITION SYSTEM,MAGNETO - FAILURE,TOTAL  
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Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN  
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Occurrence #3: DITCHING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND  
3. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND  
4. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Helicopter; Instrument Helicopter	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	06/10/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4772 hours (Total, all aircraft), 99 hours (Total, this make and model), 3091 hours (Pilot In Command, all aircraft), 94 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N21S
<b>Model/Series:</b>	H18S H18S	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	BA690
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	07/05/1984, AAIP	<b>Certified Max Gross Wt.:</b>	10100 lbs
<b>Time Since Last Inspection:</b>	14 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	10511 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	R985AN143
<b>Registered Owner:</b>	PACIFIC AIR EXPRESS, INC.	<b>Rated Power:</b>	450 hp
<b>Operator:</b>	PACIFIC AIR EXPRESS, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	HNL, 13 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0600 HST	Direction from Accident Site:	310°
Lowest Cloud Condition:	Scattered / 1500 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	Company VFR
Destination:	LIHUE, HI (LIH)	Type of Clearance:	None
Departure Time:	0600 HST	Type of Airspace:	Class B

## Airport Information

Airport:	HONOLULU INTL	Runway Surface Type:	Asphalt
Airport Elevation:	10 ft	Runway Surface Condition:	Dry
Runway Used:	4R	IFR Approach:	None
Runway Length/Width:	9000 ft / 150 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
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):	M. J PYATT	Report Date:	
Additional Participating Persons:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsb.gov/pubdms/">http://dms.ntsb.gov/pubdms/</a> .		

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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](#).