



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	KAILUA-KONA, HI	<b>Accident Number:</b>	LAX83LA427
<b>Date &amp; Time:</b>	09/08/1983, 0934 HST	<b>Registration:</b>	N2990F
<b>Aircraft:</b>	BEECH H18S	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 9 Minor
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Scheduled		

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## Analysis

ABOUT 1 MIN AFTER TAKEOFF, BETWEEN 400-500 FT MSL & DURING THE FIRST POWER REDUCTION, THE RIGHT ENG BACKFIRED. FOLLOWINGSOME MORE VIOLENT BACKFIRES THE RPM WENT TO ZERO. THE RIGHT ENG WAS RESTARTED BUT THE SAME RESULT OCCURRED. THE PLT ATTEMPTED TO FEATHER THE RIGHT PROP BUT TO NO AVAIL. THE ACFT WAS THEN DELIBERATELY DITCHED TO AVOID AN OUTCROPPING OF LAVA. THE ACFT CAME TO REST IN ABOUT 25-30 FT OF WATER. ENG INSPECTION REVEALED THAT THE #2 CYLINDER EXHAUST ROCKER ARM SHAFT, P/N45937, WAS MISSING. DRIVE TRAIN CONTINUITY WAS ESTABLISHED WITH THE EXCEPTION OF THE #2 EXHAUST VALVE. CENTRIFUGAL STOPS PREVENT FEATHERING OF THE PROP BELOW AN ENG SPEED OF 500 RPM.

## 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) EXHAUST SYSTEM,ACTUATOR - SEPARATION

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Occurrence #2: DITCHING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

2. (F) PROPELLER FEATHERING - NOT POSSIBLE - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	12/15/1982
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	8026 hours (Total, all aircraft), 2960 hours (Total, this make and model), 205 hours (Last 90 days, all aircraft), 49 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N2990F
<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>	BA-75
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	11
<b>Date/Type of Last Inspection:</b>	08/26/1983, AAIP	<b>Certified Max Gross Wt.:</b>	9900 lbs
<b>Time Since Last Inspection:</b>	48 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	16873 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	R985-AN-14B
<b>Registered Owner:</b>	AIRTOUR ACQUISITION CORP.	<b>Rated Power:</b>	450 hp
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135)
<b>Operator Does Business As:</b>	PANORAMA AIRTOUR	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KOA, 43 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0085 HST	Direction from Accident Site:	315°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 3500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	, HI (OGG)	Type of Clearance:	None
Departure Time:	0932 HST	Type of Airspace:	Class D

## Airport Information

Airport:	KEAHOLE (KOA)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious, 8 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 9 Minor	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.nts.gov/pubdms/">http://dms.nts.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](#).