



National Transportation Safety Board Aviation Accident Final Report

Location:	RIVERSIDE, CA	Accident Number:	LAX87LA265
Date & Time:	07/10/1987, 1915 PDT	Registration:	N99CP
Aircraft:	BEECH D18S	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Analysis

THE ACFT HAD NOT BEEN FLOWN FOR SVRL YEARS & WAS ON A FLT TO FERRY IT TO ANOTHER LOCATION. WHILE CRUISING AT 7500', THE PLT DECIDED TO START USING AUX FUEL. SHORTLY AFTER MOVING THE FUEL SELECTORS TO THE AUX PSN, BOTH ENGS LOST POWER & WOULD NOT RESTART. THE PLT LANDED ON A ROAD, BUT THE WINGS STRUCK POSTS/MAILBOXES & THEN THE ACFT HIT A DIRT BANK. FUEL SAMPLES WERE TAKEN & A VISUAL EXAM REVEALED OBVIOUS CONTAMINATION & DISCOLORATION. THE ACFT HAD BEEN GIVEN AN ANNUAL INSPN JUST BEFORE THE FLT.

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: CRUISE

Findings

1. 2 ENGINES

2. (C) FLUID,FUEL - CONTAMINATION

3. (C) MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL

4. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	40, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/24/1986
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	9300 hours (Total, all aircraft), 158 hours (Total, this make and model), 9300 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N99CP
Model/Series:	D18S D18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	A11
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	07/10/1987, 100 Hour	Certified Max Gross Wt.:	10200 lbs
Time Since Last Inspection:	1 Hours	Engines:	2 Reciprocating
Airframe Total Time:	5297 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985-14B
Registered Owner:	ARIZONA AIR POWER INC.	Rated Power:	450 hp
Operator:	ARIZONA AIR POWER INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RAL, 816 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1845 PDT	Direction from Accident Site:	210°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	LONG BEACH, CA (LGB)	Type of Flight Plan Filed:	None
Destination:	BANNING, CA (BNG)	Type of Clearance:	None
Departure Time:	1900 PDT	Type of Airspace:	Class G

Airport Information

Airport:	RIVERSIDE MUNI (RAL)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	THOMAS H WILCOX	Report Date:	03/31/1989
Additional Participating Persons:	CARL MCGUIRE; RIVERSIDE, CA		
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/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).