



National Transportation Safety Board Aviation Accident Final Report

Location:	PARADISE, CA	Accident Number:	LAX93LA196
Date & Time:	05/02/1993, 1250 PDT	Registration:	N12828
Aircraft:	DORNIER DO-28	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT REPORTED THAT ABOUT 20 MINUTES INTO THE FLIGHT, THE LEFT ENGINE LOST POWER. HE TURNED THE LEFT FIREWALL MOUNTED ELECTRIC BOOST PUMP ON AND SELECTED LEFT AUX TANK. THE LEFT ENGINE REGAINED POWER. HE SELECTED THE RIGHT ENGINE TO RIGHT AUX TANK. AFTER 20-30 SECONDS BOTH ENGINES QUIT. HE WAS UNABLE TO RESTART EITHER ENGINE AND LANDED THE AIRPLANE IN HEAVY BRUSH AT ABOUT 40 KNOTS. THE FAA REPORTED THE PILOT STATED THAT HE MISMANAGED THE FUEL, AND WAITED TOO LONG TO SWITCH TANKS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE POOR IN FLIGHT FUEL CONSUMPTION CALCULATIONS BY THE PILOT AND THE PILOT'S IN FLIGHT DECISION NOT TO SWITCH FUEL TANKS WHICH CAUSED THE TOTAL FAILURE OF BOTH OF THE AIRPLANE'S ENGINES. FACTORS RELATING TO THIS ACCIDENT WERE FUEL STARVATION AND THE HIGH VEGETATION IN THE EMERGENCY LANDING AREA.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE

Findings

1. (F) FLUID,FUEL - STARVATION
 2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. (C) FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND
-

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - HIGH VEGETATION

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Flight Engineer	Age:	51, 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):	Airplane Single-engine	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/18/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	18570 hours (Total, all aircraft), 54 hours (Total, this make and model), 16500 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DORNIER	Registration:	N12828
Model/Series:	DO-28 DO-28	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	3023
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	06/08/1992, Annual	Certified Max Gross Wt.:	5400 lbs
Time Since Last Inspection:	46 Hours	Engines:	2 Reciprocating
Airframe Total Time:	3625 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-A1D
Registered Owner:	BRIAN ESLER	Rated Power:	250 hp
Operator:	BRIAN ESLER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CIC, 238 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1245 PDT	Direction from Accident Site:	118°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 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:	SUSANVILLE, CA (SVE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1230 PDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DEBBIE L CHILDRESS	Report Date:	11/15/1993
Additional Participating Persons:	PETE WILHELMSON; SACRAMENTO, 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](#).