



National Transportation Safety Board Aviation Accident Final Report

Location:	BANGOR, ME	Accident Number:	NYC88LA071
Date & Time:	02/01/1988, 1430 EST	Registration:	N4175G
Aircraft:	CESSNA 402B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE CREW RPRTD THAT DRG TAKEOFF, A POWER SURGE OCCURRED AFTER THE ACFT HAD CLIMBED ABOUT 400 TO 500 FT. THE COPLT SAW WHAT HE LATER SAID WAS A RIGHT FUEL FLOW FLUCTUATION & TOLD THE PLT (PIC) THAT THE RIGHT ENG WAS LOSING POWER. THE PIC TOLD THE COPLT TO SECURE THE ENG. ANTICIPATING NO SERIOUS PROBLEM, THE PIC INTENDED TO REMAIN IN THE PATTERN & MAKE A SINGLE ENG LANDING. HOWEVER, HE WAS UNABLE TO MAINT SPEED WITHOUT DSCNDG & WAS FORCED TO LAND. SUBSEQUENTLY, THE ACFT WENT THRU A FENCE, CROSSED A RAILROAD TRACK & STOPPED ON A ROAD. DRG AN OPNL CHECK OF THE ENGS, THE RIGHT ENG STARTED & RAN NORMALLY. HOWEVER, THE LEFT ENG WAS DIFFICULT TO START & WOULD NOT RUN ABOVE 1000 RPM UNTIL ANOTHER FUEL METERING VALVE WAS INSTALLED. A TEARDOWN OF THE FAULTY METERING VALVE REVEALED CONTAMINATION FROM AN UNKNOWN SOURCE. ALSO, THE LEFT FUEL PUMP DISCHARGE PRESSURE WAS FOUND TO BE 62 PSI. AN ADJUSTMENT OF THE ALTITUDE ANEROID CONTROL RETURNED THE PUMP DISCHARGE PRESSURE TO WITHIN THE MAX LIMIT OF 32.5 PSI.

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(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. 1 ENGINE
 2. (F) FUEL SYSTEM - CONTAMINATION
 3. FUEL SYSTEM,PUMP - PRESSURE EXCESSIVE
 4. (F) MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PERSONNEL
 5. (F) FLUID,FUEL - STARVATION
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

6. (C) MONITORING - IMPROPER - COPILOT/SECOND PILOT
 7. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND
 8. (F) CREW/GROUP COORDINATION - INADEQUATE
 9. (C) WRONG ENGINE SHUTDOWN
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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

10. (F) OBJECT - FENCE
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Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

11. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	56, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/27/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	18163 hours (Total, all aircraft), 200 hours (Total, this make and model), 11 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4175G
Model/Series:	402B 402B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	402B-1221
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	01/08/1988, Annual	Certified Max Gross Wt.:	6300 lbs
Time Since Last Inspection:	3 Hours	Engines:	2 Reciprocating
Airframe Total Time:	3466 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-E
Registered Owner:	DAN LILLEY	Rated Power:	325 hp
Operator:	NORTHEAST AEROMOTIVE	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	FTUA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PWM, 192 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1449 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Broken / 6500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	7° C / 6° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	PORTLAND, ME (PWM)	Type of Clearance:	IFR
Departure Time:	1430 EST	Type of Airspace:	Class E

Airport Information

Airport:	BANGER INTL (BGR)	Runway Surface Type:	Asphalt
Airport Elevation:	192 ft	Runway Surface Condition:	Wet
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	11439 ft / 300 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ROBERT L HANCOCK	Report Date:	01/16/1990
Additional Participating Persons:	; PORTLAND, ME		
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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