



National Transportation Safety Board Aviation Accident Data Summary

Location:	BANGOR, ME	Accident Number:	NYC88LA071
Date & Time:	02/01/1988, 1430 EST	Registration:	N4175G
Aircraft:	CESSNA 402B	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

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
-

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

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

10. (F) OBJECT - FENCE

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

11. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Pilot Information

Certificate:	Airline Transport	Age:	56
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	2 Reciprocating
Operator:	NORTHEAST AEROMOTIVE	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	TSIO-520-E
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PWM, 192 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 6500 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 180°
Temperature:	7°C	Visibility	5 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	PORTLAND, ME (PWM)

Airport Information

Airport:	BANGER INTL (BGR)	Runway Surface Type:	Asphalt
Runway Used:	15	Runway Surface Condition:	Wet
Runway Length/Width:	11439 ft / 300 ft		

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

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC): ROBERT L HANCOCK Adopted Date: 01/16/1990

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.