



# National Transportation Safety Board Aviation Incident Final Report

---

<b>Location:</b>	FT. LAUDERDALE, FL	<b>Incident Number:</b>	MIA86IA052
<b>Date &amp; Time:</b>	01/01/1986, 1646 EST	<b>Registration:</b>	N2404U
<b>Aircraft:</b>	CESSNA 402C	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

---

## Analysis

THE PLT STATED THAT WHILE MAKING TOUCH & GO LANDING, AFTER HIS THIRD TAKEOFF, THE RT ENG LOST POWER & THE ACFT BEGAN TO DRIFT RIGHT, HE PULLED THE POWER OFF & LANDED GEAR UP IN THE GRASS ON THE RIGHT SIDE OF RWY 08. POST CRASH EXAMINATION OF THE RIGHT ENG REVEALED THAT THE FUEL PRESSURE SWITCH SHORTED OUT CAUSING THE HIGH FUEL BOOST PUMP TO COME ON DURING NORMAL ENG OPERATION CREATING TOO HIGH OF A FUEL PRESSURE AND FLOODING OUT THE ENG.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be:

## Findings

---

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) BLEED AIR SYSTEM - PRESSURE EXCESSIVE
2. (F) ENGINE ASSEMBLY - LOSS,TOTAL

-----

Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: DESCENT

### Findings

3. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (C) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
6. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

-----

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

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/09/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4265 hours (Total, all aircraft), 3 hours (Total, this make and model), 3914 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2404U
<b>Model/Series:</b>	402C 402C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	402C0462
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	11/30/1985, 100 Hour	<b>Certified Max Gross Wt.:</b>	6350 lbs
<b>Time Since Last Inspection:</b>	109 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3624 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TSIO-520VB
<b>Registered Owner:</b>	MULVEY ENTERPRISE INC	<b>Rated Power:</b>	325 hp
<b>Operator:</b>	TRANS AIR INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FLL, 14 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	1647 EST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 18° C
Precipitation and Obscuration:			
Departure Point:	FT. LAUDERDALE, FL (FLL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1515 EST	Type of Airspace:	Class E

## Airport Information

Airport:	FT LAUDERDALE EXECUTIVE (FXE)	Runway Surface Type:	Asphalt
Airport Elevation:	14 ft	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	6000 ft / 100 ft	VFR Approach/Landing:	Touch and Go

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	BRUCE J HILL	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> .		

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](#).