



# National Transportation Safety Board Aviation Incident Data Summary

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

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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

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

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	53
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine
<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>Engines:</b>	2 Reciprocating
<b>Operator:</b>	TRANS AIR INC.	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	TSIO-520VB
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FLL, 14 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 2500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 20°
<b>Temperature:</b>	24° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	FT. LAUDERDALE, FL (FLL)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	FT LAUDERDALE EXECUTIVE (FXE)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	8	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	6000 ft / 100 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): BRUCE J HILL

Adopted 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](mailto: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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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.