



National Transportation Safety Board Aviation Accident Data Summary

Location:	Petersburg, VA	Accident Number:	IAD05LA022
Date & Time:	12/02/2004, 1310 EST	Registration:	N2EQ
Aircraft:	Cessna 414	Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Analysis

The purpose of the flight was to "check out" the airplane before delivering it to its new owner, and to provide the copilot with an indoctrination ride in the Cessna 414. During the approach, the pilot provided guidance and corrections to the copilot. The copilot flew the airplane to within 200 feet of the ground when the nose of the airplane yawed abruptly to the right. The pilot took control of the airplane, and pushed the engine and propeller controls to the full forward position. He placed the fuel pump switches to the "high" position, retracted the flaps, and attempted to retract the landing gear. With full left rudder and full left aileron applied, he could neither maintain directional control nor stop a roll to the right. The airplane struck the ground and continued into the parking area where it struck an airplane and a waste-oil tank. Examination of the airplane following the accident revealed that the landing gear was down and locked, and the propeller on the right engine was not feathered. The emergency procedure for an engine inoperative go-around required landing gear retraction and a feathered propeller on the inoperative engine. The pilot's handbook further stated, "Climb or continued level flight is improbable with the landing gear extended and the propeller windmilling." After the accident, both pilots stated that they didn't notice a power loss on the right engine until the copilot surrendered the flight controls. The right engine was removed and placed in a test cell. The engine started immediately on the first attempt and ran continuously without interruption.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The partial loss of engine power for undetermined reasons, and the pilot's failure to maintain adequate airspeed (Vmc).

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. 1 ENGINE
 2. (C) REASON FOR OCCURRENCE UNDETERMINED
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

3. (C) REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
4. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. OBJECT - AIRCRAFT PARKED/STANDING

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	30
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	None
Flight Time:	3000 hours (Total, all aircraft), 130 hours (Total, this make and model)		

Co-Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	58
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	Airplane Single-engine
Flight Time:	5600 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2EQ
Model/Series:	414	Engines:	2 Reciprocating
Operator:	Devonshire Aviation LLC	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-520-BCJB
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PTB, 243 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	6 knots / , 200°
Temperature:	14° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Petersburg, VA (PTB)	Destination:	

Airport Information

Airport:	PETERSBURG MUNI (PTB)	Runway Surface Type:	Concrete
Runway Used:	05	Runway Surface Condition:	Dry
Runway Length/Width:	5001 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	37.183333, -77.500000		

Administrative Information

Investigator In Charge (IIC):	Brian C Rayner	Adopted Date:	09/13/2005
Investigation Docket:	NTSB accident and incident docket 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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