



National Transportation Safety Board Aviation Accident Final Report

Location:	NEW BEDFORD, MA	Accident Number:	NYC86LA069
Date & Time:	01/31/1986, 1544 EDT	Registration:	N4033Q
Aircraft:	CESSNA 402	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 1 Minor

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

THE PLT EXPERIENCED INADEQUATE L ENG MANIFOLD PRES DURING A TKF ATTEMPT AT NEWPORT. THE TKF WAS ABORTED AND AFTERWARDS THE PLT DECIDED TO FERRY THE ACFT TO NEW BEDFORD FOR INSPECTION. THE ENG WERE RESTARTED AND OPERATION WAS GOOD. THE FLT TO NEW BEDFORD WAS WITHOUT INCIDENT UNTIL THE ACFT WAS ON A 2 MIS FINAL TO RWY 05 AT THIS TIME THE L ENG STOPPED WHILE THE PLT ATTEMPTED TO FEATHER THE ENG, BOTH THE ENGINE AND PART OF THE L WING CAUGHT ON FIRE. THE PLT CONTINUED TO THE ARPT WITH THE FLAPS & GEAR DOWN AND A/S AT 125 MPH. THE PLT STATED HE WAS IN A GOOD POSITION TO LAND WHEN HE HEARD A LOUD BANG WHICH HE DESCRIBED SOUNDED LIKE A CABLE. THE ACFT ENTERED A 25 DEG L BANK. HE LEVELED THE WINGS BY REDUCING R ENG POWER. COLLISION WITH TREES TO THE L OF THE RWY OCCURRED AFTERWARDS. EXAMINATION OF THE ACFT DISCLOSED THAT THE L ENG EXHAUST MANIFOLD HEADER ASSEMBLY, WHICH IS CONNECTED TO THE TURBOCHARGER, WAS CRACKED ALONG A WELD SEAM. ALSO REVEALED WAS THAT THE AILERON CABLES THAT ARE ROUTED BEIND THE L ENG WERE BURNED TO SEPARATION.

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

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) EXHAUST SYSTEM,MANIFOLD/PIPE - CRACKED
2. (C) EXHAUST SYSTEM,TURBOCHARGER - DISABLED

Occurrence #2: FIRE

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

3. (C) EXHAUST SYSTEM - FIRE

Occurrence #3: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

4. (C) FLT CONTROL SYST,AILERON CONTROL - BURNED
5. (C) FLIGHT CONTROL,AILERON - DISABLED
6. (F) AILERON - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

7. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	24, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/05/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1249 hours (Total, all aircraft), 242 hours (Total, this make and model), 173 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4033Q
Model/Series:	402 402	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	4020133
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	06/03/1986, Annual	Certified Max Gross Wt.:	6300 lbs
Time Since Last Inspection:	130 Hours	Engines:	2 Reciprocating
Airframe Total Time:	4052 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-520-E
Registered Owner:	HOTEL CONSTRUCTIONS MANAGEMENT	Rated Power:	340 hp
Operator:	HOTEL CONSTRUCTIONS MANAGEMENT	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	EWB, 80 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1555 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	12 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	NEWPORT, RI (2B4)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1540 EST	Type of Airspace:	Class D

Airport Information

Airport:	NEW BEDFORD (EWB)	Runway Surface Type:	Asphalt
Airport Elevation:	80 ft	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	4997 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	In-Flight
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DENNIS L JONES	Report Date:	
Additional Participating Persons:	TIM OLMSTEAD; BEDFORD, MA RANDY MONTGOMERY; BEDFORD, MA		
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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