



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	NORTH FT. MYERS, FL	<b>Accident Number:</b>	MIA91FA172
<b>Date &amp; Time:</b>	06/27/1991, 2047 EDT	<b>Registration:</b>	N4940T
<b>Aircraft:</b>	CESSNA 411	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious, 3 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

PILOT STATED LEFT ENGINE LOST POWER FOLLOWED BY THE RIGHT ENGINE. HE INITIATED A LEFT TURN BACK TO THE AIRPORT BUT DID NOT SHUTDOWN ENGINES IN ACCORDANCE WITH EMERGENCY PROCEDURES. THE ACFT YAWED LEFT AND FELL OFF ON THE LEFT WING AS IF IT HAD STALLED. HE REGAINED PARTIAL CONTROL AND AIMED FOR A STREET. ACFT HIT ROOF OF HOUSE WHILE IN RIGHT BANK AND THEN CARTWHEELED ACROSS THE STREET. LEFT ENGINE WAS FOUND TO HAVE SEVERE DETONATION DAMAGE AND THE TURBOCHARGER WASTE GATE DOOR WAS MISSING ANTIVIBRATION SPRING. THE PIN CONNECTING THE DOOR AND ACTUATOR WAS FAILED. EVIDENCE INDICATED PIN HAD FAILED PRIOR TO ACCIDENT FLIGHT. SOOT INSIDE LEFT WASTEGATE INDICATED DOOR HAD BEEN FULLY CLOSED FOR SOMETIME. NO EVIDENCE TO INDICATE FAILURE OR MALFUNCTION OF THE RIGHT ENGINE WAS FOUND AND RIGHT PROPELLER SHOWED DAMAGE INDICATIVE OF ROTATION UNDER POWER AT GROUND IMPACT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMANDS FAILURE TO FOLLOW EMERGENCY PROCEDURES AND HIS FAILURE TO MAINTAIN AIRSPEED FOLLOWING LOSS OF POWER IN ONE ENGINE RESULTING IN AN INADVERTENT STALL AND THE INFLIGHT LOSS OF CONTROL WITH SUBSEQUENT INFLIGHT COLLISION WITH AN OBJECT AND THE TERRAIN DURING AN UNCONTROLLED DESCENT.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. 1 ENGINE
2. EXHAUST SYSTEM,WASTEGATE - FAILURE,TOTAL
3. EXHAUST SYSTEM,WASTEGATE - CLOSED
4. ENGINE ASSEMBLY - PRESSURE EXCESSIVE
5. ENGINE ASSEMBLY,PISTON - ERODED
6. (C) EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
7. (C) PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

8. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. (C) STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - UNCONTROLLED

Findings

10. OBJECT - RESIDENCE

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

11. TERRAIN CONDITION - RESIDENTIAL AREA

## Factual Information

### Pilot Information

Certificate:	Private	Age:	35, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/18/1991
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1000 hours (Total, all aircraft), 52 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4940T
Model/Series:	411 411	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	411-0140
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	09/01/1990, Annual	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:	52 Hours	Engines:	2 Reciprocating
Airframe Total Time:	3358 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	GTSIO-520-C
Registered Owner:	MARY JANE HALL	Rated Power:	340 hp
Operator:	CONRAD RAMAKER	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	FMY, 18 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	2050 EDT	Direction from Accident Site:	170°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 20000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30° C / 24° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	2046 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	PINE SHADOWS AIRPARK (94FL)	Runway Surface Type:	Asphalt
Airport Elevation:	11 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	
Runway Length/Width:	3200 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious, 3 Minor	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 3 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JEFFREY L KENNEDY	Report Date:	02/08/1993
Additional Participating Persons:	BILLY PHILLIPS; ORLANDO, FL PETER STRUNK; ORLANDO, FL ERNIE RYALS; ORLANDO, FL KARL PFITZER; PHOENIX, AZ		
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:pubinquiry@ntsb.gov">pubinquiry@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> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).