National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 05/06/2010

ERA09FA248
File No. 26664 | 04/17/2009 | Oakland Park, FL | Aircraft Reg No. N1935G | Time (Local): 11:15 EDT

Make/Model:	Cessna / 421B
Engine Make/Model:	Continental Motors / GTSIO-520-H
Aircraft Damage:	Substantial
Number of Engines:	2
Operating Certificate(s):	None
Type of Flight Operation:	Personal
Reg. Flight Conducted Under:	Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	1	0	0
Pass	0	0	0

Last Depart. Point:	Fort Lauderdale, FL
Destination:	Fernandina, FL
Airport Proximity:	Off Airport/Airstrip

Condition of Light:	Day
Weather Info Src:	Weather Observation Facility
Basic Weather:	Visual Conditions
Lowest Ceiling:	None
Visibility:	10.00 SM
Wind Dir/Speed:	060 / 015 Kts
Temperature (°C):	24
Precip/Obscuration:	No Obscuration; No Precipitation

Pilot-in-Command Age: 80

Certificate(s)/Rating(s)
Commercial; Private; Multi-engine Land; Single-engine Land; Single-engine Sea; Glider

Instrument Ratings
Airplane

Flight Time (Hours)

Total All Aircraft:	23000
Last 90 Days:	25
Total Make/Model:	5000
Total Instrument Time:	UnK/Nr

*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***

Prior to the accident flight witnesses observed the pilot "haphazardly" pouring oil into the right engine. The pilot then ran the engines at mid-range power for approximately 20 minutes. The airplane subsequently taxied out of the ramp area and departed. Fire was observed emanating from the right engine after rotation. The airplane continued in a shallow climb from the runway, flying low, with the right engine on fire. The airplane then banked right to return to the airport and descended into a residential area. Examination of the right engine revealed an exhaust leak at the No. 4 cylinder exhaust riser flange. Additionally, one of the flange boltholes was elongated, most likely from the resulting vibration. The fuel nozzle and B-nut were secure in the No. 4 cylinder; however, its respective fuel line was separated about 8 inches from the nozzle. No determination could be made as to when the fuel line separated (preimpact or postimpact) due to the impact and postcrash fire damage. Examination of the right engine turbocharger revealed that the compressor wheel exhibited uniform deposits of an aluminum alloy mixture, consistent with ingestion during operation, and most likely from the melting of the aluminum fresh air duct. Additionally, the right propeller was found near the low pitch position, which was contrary to the owner's manual emergency procedure to secure the engine and feather the propeller in the event of an engine fire.
Updated at May 6 2010 10:45PM

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OCCURRENCES

Takeoff - Powerplant sys/comp malf/fail
Takeoff - Fire/smoke (non-impact)
Emergency descent - Loss of control in flight
Uncontrolled descent - Collision with terr/obj (non-CFIT)

FINDINGS

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Not attained/maintained - C
Aircraft-Aircraft power plant-Engine controls-(general)-Incorrect use/operation - C
Aircraft-Aircraft power plant-(general)-(general)-Malfunction - F

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's failure to maintain aircraft control and secure the right engine during an emergency return to the airport after takeoff. Contributing to the accident was an in-flight fire of the right engine for undetermined reasons.