

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 06/20/2011

ERA10FA161 File No. 28366	03/04/2010	Louisa, VA	Aircraft Reg No. N9305T	Time (Local): 12:45 EST	
Make/Model: Cessna / T303			Fatal	Serious	Minor/None
Engine Make/Model: Cont Motor / TSIO-520-AE			Crew 1	0	0
Aircraft Damage: Substantial			Pass 0	0	0
Number of Engines: 2					
Operating Certificate(s): None					
Type of Flight Operation: Personal					
Reg. Flight Conducted Under: Part 91: General Aviation					
Last Depart. Point: Same as Accident/Incident Location			Condition of Light: Day		
Destination: Danville, VA			Weather Info Src: Weather Observation Facility		
Airport Proximity: Off Airport/Airstrip			Basic Weather: Visual Conditions		
			Lowest Ceiling: None		
			Visibility: 10.00 SM		
			Wind Dir/Speed: 330 / 010 Kts		
			Temperature (°C): 9		
			Precip/Obscuration: No Obscuration; No Precipitation		
Pilot-in-Command	Age: 62		Flight Time (Hours)		
Certificate(s)/Rating(s)			Total All Aircraft: 2255		
Commercial; Private; Multi-engine Land; Single-engine Land			Last 90 Days: Unk/Nr		
			Total Make/Model: Unk/Nr		
Instrument Ratings			Total Instrument Time: Unk/Nr		
Airplane					

*** 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. ***

During takeoff, one witness noted that at least one engine seemed to be running rough and not making power. Several other witnesses, located about 1/2 mile northwest of the airport, observed the accident airplane pass overhead in a right turn. They reported that the engine noise did not sound normal. Two of the witnesses noted grayish black smoke emanating from the airplane. The airplane then rolled left and descended nose down into the front yard of a residence. Review of maintenance records revealed the airplane underwent an annual inspection and extensive maintenance about 3 months prior to the accident. One of the maintenance issues was to troubleshoot the right engine that was reportedly running rough at cruise. During the maintenance, the right engine fuel pump, metering valve, and fuel manifold were removed and replaced with overhauled units. Additionally, the right engine fuel flow was reset contrary to procedures contained in an engine manufacturer service information directive; however, the fuel pump could not be tested due to thermal damage and the investigation could not determine if the fuel flow setting procedure contributed to the loss of power on the right engine. On-scene examination of the wreckage and teardown examination of both engines did not reveal any preimpact mechanical malfunctions. Teardown examination of the right propeller revealed that the blades were not at or near the feather position, which was contrary to the emergency procedure published by the manufacturer, to secure the engine and feather the propeller in the event of an engine power loss. The right propeller exhibited signatures consistent with low or no power at impact, while the left propeller exhibited signatures consistent of being operated with power at impact.

Brief of Accident (Continued)

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03/04/2010

Louisa, VA

Aircraft Reg No. N9305T

Time (Local): 12:45 EST

Updated at Jun 20 2011 7:21AM

Brief of Accident (Continued)

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File No. 28366 03/04/2010 Louisa, VA Aircraft Reg No. N9305T Time (Local): 12:45 EST

OCCURRENCES

Initial climb - Loss of engine power (partial)
Initial climb - 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
Personnel issues-Task performance-Use of equip/info-Use of policy/procedure-Pilot - C
Not determined-Not determined-(general)-(general)-Unknown/Not determined - 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 a loss of engine power after takeoff. Contributing to the accident was the loss of engine power on the right engine for undetermined reasons.