



National Transportation Safety Board Aviation Accident Final Report

Location:	FT. LAUDERDALE, FL	Accident Number:	MIA83LA090
Date & Time:	03/09/1983, 1246 EST	Registration:	N26506
Aircraft:	CESSNA 402C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

THE ACFT WAS DITCHED IN THE ATLANTIC OCEAN FOLLOWING ENGINE FAILURE. THE PILOT ESTAMATED FUEL ON BOARD DURING PRE-FLIGHTFROM THE ELECTRONIC FUEL GAUGES. THE ACFT FLEW 2 HRS AND 16 MINUTES BEFORE THE ENGINES QUIT IN A MODE OF FUEL EXHAUSTIONWITH SURGING PRIOR TO STOPPING. POST ACCIDENT INVESTIGATION USING FUEL SLIPS REVEALED A FUEL BURN WITHIN 10 TO 15 GALS OF FUEL EXHAUSTION. THE FUEL GAUGES FAILED ON THE LAST LEG OF THE FLT AND THE PASSENGERS STATED THE PILOT PAID A LOT OF ATTENTION TO THESE GAUGES. THE PILOT WANTED TO DIVERT TO FREEPORT BUT DID NOT BECAUSE THE WEATHER WAS BELOW MINIMUMS. AFTER DITCHING THE ACFT SANK IN 800 FEET OF WATER.

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(TOTAL) - NONMECHANICAL

Phase of Operation: CRUISE - NORMAL

Findings

1. (F) FLUID,FUEL - EXHAUSTION
2. (C) FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
3. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - ERRATIC
4. (C) REFUELING - NOT POSSIBLE - PILOT IN COMMAND
5. (C) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
6. (C) PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
7. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: DITCHING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	30, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/08/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2999 hours (Total, all aircraft), 190 hours (Total, this make and model), 2591 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N26506
Model/Series:	402C 402C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	402CO340
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	03/08/1983, AAIP	Certified Max Gross Wt.:	6885 lbs
Time Since Last Inspection:	2 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2051 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	TSIO-520-VB
Registered Owner:	JAMES G. CREAGH	Rated Power:	325 hp
Operator:	AERO COACH AVIATION INT'L.	Operating Certificate(s) Held:	Commuter Air Carrier (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FLL, 11 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	1250 EST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26° C / 13° C
Precipitation and Obscuration:			
Departure Point:	TREASURE CAY (MYAT)	Type of Flight Plan Filed:	Unknown
Destination:		Type of Clearance:	
Departure Time:	1140	Type of Airspace:	TRSA

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JEFFREY L KENNEDY	Report Date:	
Additional Participating Persons:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).