



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	PONTIAC, MI	<b>Accident Number:</b>	CHI89LA033
<b>Date &amp; Time:</b>	12/19/1988, 2010 CST	<b>Registration:</b>	N414CM
<b>Aircraft:</b>	CESSNA 414	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

WHILE ON FINAL APCH TO LAND AT NIGHT, THE LEFT ENG LOST POWER DUE TO FUEL STARVATION. ATTEMPTS TO RESTART THE ENG WERE NOT SUCCESSFUL. WHILE THE PLT WAS ATTEMPTING A RESTART, THE ACFT DRIFTED TO THE RIGHT OF THE RWY CENTERLINE & TOWARD THE PROXIMITY OF HANGARS. THE PLT STATED THAT DUE TO THE POWER LOSS & WIND CONDS, HE ELECTED TO LAND ON ARPT PROPERTY. GEAR EXTENTION WAS DELAYED UNTIL JUST BEFORE LANDING. THE ACFT TOUCHED DOWN BEFORE THE RIGHT MAIN LANDING GEAR WAS FULLY EXTENDED & LOCKED. SUBSEQUENTLY, THE RIGHT MAIN GEAR COLLAPSED & THE ACFT SKIDDED ABOUT 500 FT BEFORE COMING TO REST. AN EXAM REVEALED THE NACELLE & MAIN FUEL TANKS WERE EMPTY, BUT FUEL WAS STILL REMAINING IN THE AUX TANKS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH

### Findings

1. 1 ENGINE
2. (C) FLUID,FUEL - STARVATION
3. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

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Occurrence #2: GEAR NOT EXTENDED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

4. (F) LIGHT CONDITION - DARK NIGHT
5. (F) WEATHER CONDITION - GUSTS
6. (F) WEATHER CONDITION - CROSSWIND
7. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
8. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
9. (C) GEAR DOWN AND LOCKED - DELAYED - PILOT IN COMMAND

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Occurrence #3: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/05/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1023 hours (Total, all aircraft), 98 hours (Total, this make and model), 880 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N414CM
<b>Model/Series:</b>	414 414	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	414-0035
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	08/17/1988, 100 Hour	<b>Certified Max Gross Wt.:</b>	6350 lbs
<b>Time Since Last Inspection:</b>	78 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	5916 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520-ECJ
<b>Registered Owner:</b>	ELITE LEASING	<b>Rated Power:</b>	310 hp
<b>Operator:</b>	ELITE LEASING	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	PTK, 980 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2012 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 15000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	7°C / 2°C
Precipitation and Obscuration:			
Departure Point:	DETROIT, MI (DTW)	Type of Flight Plan Filed:	None
Destination:	(PTK)	Type of Clearance:	VFR
Departure Time:	2000 CST	Type of Airspace:	

## Airport Information

Airport:	OAKLAND PONTIAC (PTK)	Runway Surface Type:	Asphalt
Airport Elevation:	980 ft	Runway Surface Condition:	Dry
Runway Used:	27L	IFR Approach:	None
Runway Length/Width:	6200 ft / 150 ft	VFR Approach/Landing:	Full Stop; Precautionary Landing

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	N UNKNOWN	Report Date:	11/28/1989
Additional Participating Persons:	T MARTIN; BELLEVILLE, MI R JOHNSON; BELLEVILLE, MI R GASTRICH; BELLEVILLE, MI		
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:pubinq@ntsb.gov">pubinq@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](#).