



National Transportation Safety Board Aviation Accident Final Report

Location:	BROWNSVILLE, TX	Accident Number:	FTW89FA074
Date & Time:	03/28/1989, 1834 CST	Registration:	N4595L
Aircraft:	CESSNA 421	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Executive/Corporate

Analysis

THE NEWLY HIRED CORPORATE PILOT STARVED THE RIGHT ENGINE OF FUEL ON THE MULTI-ENGINE AIRPLANE WHILE ON A LOCAL AREA SELF CHECKOUT IN THE AIRPLANE. HE DID NOT FEATHER THE RIGHT PROPELLER. AT THE TIME OF THE NON-MECHANICAL LOSS OF POWER, THE AIRPLANE WAS IN LOW LEVEL (600 FEET AGL) CRUISE. THE PILOT LOWERED THE FLAPS TO 45 DEGREES AND EXTENDED THE LANDING GEAR TO THE DOWN AND LOCKED POSITION. THE AIRPLANE'S AIRSPEED DECREASED BELOW VMC AND THE AIRPLANE STALLED, WENT OUT OF CONTROL, AND IMPACTED OPEN RANCH LAND NOSE LOW, IN A VERTICAL DESCENT ANGLE. A POST-IMPACT FIRE OCCURRED. THE PILOT LACKED KNOWLEDGE OF THE AIRPLANE SYSTEMS AND LACKED EXPERIENCE IN THE CESSNA 421.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER EMERGENCY PROCEDURE AFTER LOSSING POWER IN THE RIGHT ENGINE, AND HIS FAILURE TO MAINTAIN MINIMUM CONTROL SPEED (VMC), WHICH RESULTED IN A LOSS OF AIRCRAFT CONTROL. FACTORS RELATED TO THE ACCIDENT WERE: FUEL STARVATION OF THE RIGHT ENGINE, THE PILOT'S LACK OF EXPERIENCE IN THIS TYPE OF AIRCRAFT, AND HIS LACK OF UNDERSTANDING OF THE FUEL SYSTEM.

Findings

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

Findings

1. 1 ENGINE
 2. (C) FLUID,FUEL - STARVATION
 3. (F) FUEL SYSTEM - NOT UNDERSTOOD - PILOT IN COMMAND
 4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - EMERGENCY

Findings

5. (F) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
 6. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
 7. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial; Foreign	Age:	28, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1215 hours (Total, all aircraft), 1 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4595L
Model/Series:	421 421	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	0195
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6800 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	GTSIO-520
Registered Owner:	CAMEL LEASING CO.	Rated Power:	375 hp
Operator:	CAMEL LEASING CO.	Operating Certificate(s) Held:	None
Operator Does Business As:	SUCASA, INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	BRO, 10 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	1850 CST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24° C / 21° C
Precipitation and Obscuration:			
Departure Point:	BROWNSVILLE, TX (BRO)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	Traffic Advisory
Departure Time:	1730 CST	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	RAY WALL	Report Date:	09/09/1992
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).