



National Transportation Safety Board Aviation Accident Final Report

Location:	BOCA RATON, FL	Accident Number:	MIA90LA056
Date & Time:	01/17/1990, 0009 EST	Registration:	N335GP
Aircraft:	CESSNA 404	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Minor

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

WHILE LEVEL AFTER DESCENDING, THE RT ENG QUIT. PLT FEATHERED THE PROP, ADVISED ATC, & WAS DIVERTING TO ALTERNATE WHEN LT ENG QUIT. HE POSITIONED THE LT ENG BOOST PUMP TO HIGH & LOW WITH NEGATIVE RESULTS, BUT DID NOT FEATHER THE PROP. POSITION OF BOOST PUMPS, WHEN ENGS QUIT, WAS NOT DETERMINED. ACFT LANDED ON OVERPASS THAT WAS UNDER CONSTRUCTION. THERE WAS FUEL LEAKAGE AFTER ACCIDENT DUE TO ACFT DAMAGE. FUEL QUANTITY WAS SUFFICIENT. EXAM OF ACFT REVEALED RT ENG FLEXIBLE DUCT FROM TURBOCHARGER TO PLENUM CHAMBER SEPARATED DUE TO LOOSE CLAMP. HOSE WAS INSTALLED & CLUB PROP INSTALLED FOR EACH ENG RUN. BOTH ENGS OPERATED NORMALLY. INDUCTION AIR HOSE WAS PULLED DURING RT ENG RUN. ENG RAN ROUGH DUE TO EXCESSIVE RICH MIXTURE. NO DETERMINATION COULD BE MADE FOR THE REASON OF THE LEFT ENG POWER LOSS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF POWER IN THE RIGHT ENGINE DUE TO A DISCONNECTED DUCT BETWEEN THE TURBOCHARGER AND THE PLENUM CHAMBER. THE REASON FOR THE LOSS OF POWER IN THE LEFT ENGINE WAS NOT DETERMINED.

Findings

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

Findings

1. 1 ENGINE
2. (C) RAM/INDUCTION AIR - DISCONNECTED

Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

3. 1 ENGINE
4. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #3: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #4: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. OBJECT - BRIDGE/OVERPASS

Factual Information

Pilot Information

Certificate:	Commercial	Age:	35, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/26/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1487 hours (Total, all aircraft), 35 hours (Total, this make and model), 1216 hours (Pilot In Command, all aircraft), 225 hours (Last 90 days, all aircraft), 105 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N335GP
Model/Series:	404 404	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	404-0009
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	08/10/1989, Annual	Certified Max Gross Wt.:	8400 lbs
Time Since Last Inspection:	46 Hours	Engines:	2 Reciprocating
Airframe Total Time:	3286 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	GTSIO-520-M
Registered Owner:	TITAN 404, INC.	Rated Power:	375 hp
Operator:	TITAN 404, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	FLL, 11 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	2347 EST	Direction from Accident Site:	189°
Lowest Cloud Condition:	Scattered / 2500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots / 11 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / 17° C
Precipitation and Obscuration:			
Departure Point:	WILMINGTON, DE (ILG)	Type of Flight Plan Filed:	IFR
Destination:	FORT LAUDERDALE, FL (FLL)	Type of Clearance:	IFR
Departure Time:	1845 EST	Type of Airspace:	Class E

Airport Information

Airport:	BOCA RATON (BCT)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Report Date:	09/10/1992
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 pubinq@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](#).