



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LANTANA, FL	<b>Accident Number:</b>	MIA92FA058
<b>Date &amp; Time:</b>	01/11/1992, 1147 EST	<b>Registration:</b>	N3767C
<b>Aircraft:</b>	CESSNA 402B	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal

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

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## Analysis

FLT DEPARTED AND UPON REACHING A POINT APPROX 35 MILES NORTH OF ARPT PLT REQUESTED RETURN TO ARPT FROM ATC. PLT DID NOT DECLARE EMERGENCY OR REPORT AN ENGINE PROBLEM. UPON ENTERING TRAFFIC PATTERN AT UNCONTROLLED ARPT PLT STATED HE WOULD FOLLOW A CESSNA 152 FOR LANDING. ON SHORT FINAL ACFT WAS SEEN MAKING S TURNS TO MAINTAIN SPACING BEHIND 152. PLT THEN DECLARED HE HAD AN ENGINE SHUTDOWN AND NEEDED TO LAND. 152 WAS IN LANDING FLARE AND LANDED. WITH 152 ON RUNWAY PLT ATTEMPTED A GO AROUND WITH FULL FLAPS EXTENDED, GEAR DOWN, LEFT ENG SHUTDOWN, AND AT A SLOW AIRSPEED. ACFT ROLLED TO LEFT UPON APPLICATION OF RIGHT ENG POWER AND NOSED DOWN FROM WHICH IT CRASHED. THE NUMBER TWO CYLINDER OF THE LEFT ENG HAD SUFFERED SEPARATION OF THE HEAD FROM THE BARREL. PLT LOGBOOK DID NOT REFLECT PLT HAVING CURRENT BIENNIAL FLT REVIEW.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMANDS FAILURE TO MAINTAIN AIRSPEED ABOVE SINGLE ENGINE MINIMUM CONTROL SPEED RESULTING IN AN INFLIGHT LOSS OF CONTROL AND COLLISION WITH TERRAIN. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT IN COMMAND'S FAILURE TO DECLARE AN EMERGENCY AND REQUEST PRIORITY LANDING AND HIS DECISION TO FOLLOW A SLOWER AIRCRAFT IN THE PATTERN.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: CRUISE - NORMAL

### Findings

1. 1 ENGINE
2. ENGINE ASSEMBLY,CYLINDER - LOOSE
3. ENGINE ASSEMBLY,CYLINDER - CROSS/STRIPPED THREADED
4. ENGINE ASSEMBLY,CYLINDER - SEPARATION
5. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: GO-AROUND (VFR)

### Findings

6. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. (C) PLANNED APPROACH - POOR - PILOT IN COMMAND
8. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

9. TERRAIN CONDITION - GROUND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Flight Engineer	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	07/29/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	10400 hours (Total, all aircraft), 300 hours (Total, this make and model), 9000 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N3767C
<b>Model/Series:</b>	402B 402B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	402B0617
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	03/04/1991, Annual	<b>Certified Max Gross Wt.:</b>	6300 lbs
<b>Time Since Last Inspection:</b>	75 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	5501 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TSIO-520-E
<b>Registered Owner:</b>	CHARLES M. HOWELL III	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	CHARLES M. HOWELL III	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PBI, 19 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1150 EST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20° C / 12° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	JACKSONVILLE, FL (CRG)	Type of Clearance:	None
Departure Time:	1115 EST	Type of Airspace:	Class G

## Airport Information

Airport:	PALM BEACH COUNTY PARK (LNA)	Runway Surface Type:	Asphalt
Airport Elevation:	16 ft	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	
Runway Length/Width:	3485 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	JEFFREY L KENNEDY	Report Date:	06/11/1993
Additional Participating Persons:	CHARLES TAYLOR; FT. LAUDERDALE, FL DALE CARTER; MOBILE, AL BRIAN FINNEGAN; WICHITA, KS JEFFREY B GUZZETTI; WICHITA, KS		
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:pubinquiry@ntsb.gov">pubinquiry@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](#).