



National Transportation Safety Board Aviation Accident Final Report

Location:	ATLANTIC OCEAN, AO	Accident Number:	MIA92LA137
Date & Time:	06/13/1992, 1115 EDT	Registration:	N402PB
Aircraft:	CESSNA 402B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

DURING CRUISE FLT, THE PLT REPORTED THAT THE RT ENG COWLING PARTIALLY SEPARATED & THE LT FWD CYLINDER OF THAT ENG SEPARATED, FOLLOWED BY AN ENG COMPARTMENT FIRE. HE ATTEMPTED TO FEATHER THE PROPELLER BUT WAS UNABLE. HE INITIATED A DESCENT TO EXTINGUISH THE FIRE & WAS SUCCESSFUL BUT AFTER LEVELING OFF, WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL. HE DITCHED THE AIRPLANE & BOTH HE & THE PAX EXITED THE ACFT. THE PLT DRAGGED THE SERIOUSLY INJURED PAX WITH HIM TO A NEARBY ISLAND WHERE THEY WERE RESCUED THE FOLLOWING DAY. THE ACFT WAS NOT RECOVERED; THEREFORE, NO DETERMINATION COULD BE MADE AS TO THE REASON FOR THE SEPARATION OF THE CYLINDER. REVIEW OF THE ACFT LOGBOOK INDICATES THAT ON 8/27/91, THE NO.5 CYLINDER OF THE RT ENG WAS REMOVED & REPLACED. ALSO, THE NO. 1 CYLINDER WAS REMOVED & REINSTALLED FOLLOWING REPAIR. THERE WERE NO FURTHER ENTRIES IN THE ACFT LOGBOOK REGARDING CYLINDER REMOVAL OR REPLACEMENT TO THE RT ENG.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FOR UNDETERMINED REASON(S), THE RIGHT ENGINE FAILED AND THE RIGHT PROPELLER WOULD NOT FEATHER.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE - NORMAL

Findings

1. 1 ENGINE

2. (C) POWERPLANT - UNDETERMINED

3. (C) PROPELLER SYSTEM/ACCESSORIES,FEATHERING SYSTEM - UNDETERMINED

4. PROPELLER FEATHERING - NOT POSSIBLE

Occurrence #2: FIRE

Phase of Operation: CRUISE - NORMAL

Occurrence #3: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #4: DITCHING

Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	36, 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:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/03/1991
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	6574 hours (Total, all aircraft), 231 hours (Total, this make and model), 5787 hours (Pilot In Command, all aircraft), 251 hours (Last 90 days, all aircraft), 67 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N402PB
Model/Series:	402B 402B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	402B0245
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	05/15/1992, 100 Hour	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:	45 Hours	Engines:	2 Reciprocating
Airframe Total Time:	9097 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-E
Registered Owner:	AEROJET, INC.	Rated Power:	300 hp
Operator:	AEROJET, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	ZZGA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 1500 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29° C
Precipitation and Obscuration:			
Departure Point:	TREASURE CAY, OF (MYAT)	Type of Flight Plan Filed:	VFR
Destination:	FORT LAUDERDALE, FL (FXE)	Type of Clearance:	VFR
Departure Time:	1040 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	In-Flight
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Report Date:	05/03/1993
Additional Participating Persons:	FRANK W DONOVAN; FT. LAUDERDALE, FL		
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/ .		

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