



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LONDON, KY	<b>Accident Number:</b>	BFO94LA027
<b>Date &amp; Time:</b>	01/18/1994, 1750 EST	<b>Registration:</b>	N303MC
<b>Aircraft:</b>	Cessna 425	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious

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

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## Analysis

THE PILOT STATED THAT THE AIRPLANE WAS CRUISING AT AN ALTITUDE OF 18,000 FEET 30 MINUTES AFTER REFUELING WHEN THE LEFT ENGINE LOST POWER. HE STATED THAT HE WAS IN RADIO CONTACT WITH INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER SO HE ADVISED THEM OF THE SITUATION AND REQUESTED A LOWER ALTITUDE. THE CENTER CLEARED THE FLIGHT TO 10,000 FEET MSL. THE PILOT STATED THAT HIS ATTEMPT TO RESTART THE ENGINE WAS UNSUCCESSFUL. SHORTLY THEREAFTER THE PILOT REPORTED THAT THE RIGHT ENGINE LOST POWER. ACCORDING TO THE CONTROLLER AT THE CENTER, THE PILOT WAS NINE MILES FROM THE NEAREST AIRPORT AND HE PROVIDED THE PILOT WITH RADAR VECTORS TO THE NEAREST AIRPORT, AND THE WEATHER CONDITIONS. THE AIRPLANE TOUCHED DOWN IN A WOODED AREA. THE FAA EXAMINED THE AIRPLANE AT THE ACCIDENT SITE. THE ENGINES WERE REMOVED TO PRATT & WHITNEY FOR FURTHER EXAMINATION. THE EXAMINATION OF THE ENGINE AND ENGINE ACCESSORIES DID NOT DISCLOSE ANY PRE-EXISTING DEFECTS. FUEL SAMPLES WERE REMOVED AND TESTED AT THE LABORATORY AT PRATT & WHITNEY. THE TESTS REVEALED EVIDENCE OF CONTAMINANTS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF ENGINE POWER DUE TO FUEL CONTAMINATION.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: CLIMB - TO CRUISE

### Findings

1. ALL ENGINES
2. (C) FLUID,FUEL - CONTAMINATION

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING

### Findings

3. OBJECT - TREE(S)
4. (F) TERRAIN CONDITION - NONE SUITABLE

## Factual Information

On Tuesday, January 18, 1994, at 1750 eastern standard time, a Cessna 425, N303MC, collided with trees while on final approach during a power-off forced landing at London, Kentucky. The certificated commercial pilot, the sole occupant, was seriously injured and the airplane sustained substantial damage. The airplane was operated by Conquest Charter, Incorporated of Dallas Texas. The personal flight was operated under 14 CFR 91 and originated in Charleston, West Virginia. Visual meteorological conditions prevailed and an Instrument Flight Rules flight plan was filed. The destination was Dallas, Texas.

The pilot reported that 30 minutes after refueling the airplane, the flight was cruising at 18,000 feet MSL when the left engine lost power. He stated that he was in contact with Indianapolis Air Route Traffic Control Center so he requested and received a clearance to 10,000 feet MSL in order to attempt an airstart. His attempt to airstart was unsuccessful. The Indianapolis controller reported that the pilot first radioed that, "...he was losing an engine" nine miles east of the London VOR. The pilot stated that shortly thereafter the right engine lost power. He stated that he requested and received vectors to the nearest airport; however, due to the icy surface and reported poor braking action of the runway, he elected to land in a wooded area two miles northeast of the airport.

The aircraft was examined at the accident site by representatives of Cessna Aircraft and Pratt & Whitney under the supervision of the Loyal County Sheriff's Office. The examination included examining the fuel system and confirming the fuel selector valve of both engines. The fuel filters for both engines were also removed. The fuel selector valves for the left and right engines were positioned on the main tanks. The contents of the fuel filters were collected in a clean glass jar for each filter. Samples of fuel from the left and right tanks were also collected in clean glass jars. The samples were sent to Pratt & Whitney of Canada for further analysis. The tests revealed evidence of contaminants. A copy of the analysis is attached to this report.

The engine was examined at the accident site by a representative of Pratt & Whitney under the supervision of a representative selected by the FAA. The examination did not disclose any evidence of mechanical malfunction. Due to the unavailability of tools at the accident site, the engines were removed from the aircraft and shipped to Pratt & Whitney of Canada for further examination. The examination of the engine and the engine hardware was completed on the 15th and 16th of March. The examination did not disclose evidence of anomalies that would have precluded operation. A copy of the examination is attached to this report.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	62, 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>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine; None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/22/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2758 hours (Total, all aircraft), 510 hours (Total, this make and model), 54 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N303MC
<b>Model/Series:</b>	425 425	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	425-034
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	08/15/1993, 100 Hour	<b>Certified Max Gross Wt.:</b>	8760 lbs
<b>Time Since Last Inspection:</b>	30 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	2589 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	PT6A-112
<b>Registered Owner:</b>	CONQUEST CHARTER CORP.	<b>Rated Power:</b>	450 hp
<b>Operator:</b>	CONQUEST CHARTER CORP.	<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:	LOZ, 1212 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	1750 EST	Direction from Accident Site:	29°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 2800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-19°C / -18°C
Precipitation and Obscuration:			
Departure Point:	CHARLESTON, WV (CRW)	Type of Flight Plan Filed:	IFR
Destination:	DALLAS, TX (DAL)	Type of Clearance:	IFR
Departure Time:	1430 EST	Type of Airspace:	Class D; Class E

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	BEVERLEY JOHNSON,	Report Date:	04/05/1995
Additional Participating Persons:	CHUCK MESSINA; LOUISVILLE, KY JOHN HUY; WICHITA, KS TOM BERTHE; MONTREAL, OF		
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](#).