



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	FORT LAUDERDALE, FL	<b>Accident Number:</b>	MIA98LA019
<b>Date &amp; Time:</b>	11/02/1997, 1745 EST	<b>Registration:</b>	N69312
<b>Aircraft:</b>	Cessna 402B	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	7 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

The pilot was on approach for landing when the right main landing gear did not indicate that it was down. The pilot made a go-around and remained in left closed traffic performing emergency gear extension procedures with negative results. The pilot departed closed traffic and proceeded off shore to burn off fuel before attempting an emergency landing. A company airplane was dispatched to verify the landing gear position. The pilot started a straight in approach for landing five miles from the airport. The right engine started surging and quit. The left engine started surging one mile from the runway. He switched fuel tanks. The engine started and quit. He made a forced landing straight ahead and collided with runway approach lights about 1/4 mile from the end of the runway. The pilot stated he ran out of fuel.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper management of fuel resulting in a total loss of engine power on both engines due to fuel exhaustion.

## Findings

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

### Findings

1. ALL ENGINES
2. (C) FLUID,FUEL - EXHAUSTION
3. (C) FUEL MANAGEMENT - IMPROPER - PILOT IN COMMAND

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

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY LANDING

## Factual Information

On November 2, 1997, about 1745 eastern standard time, a Cessna 402B, N69312, registered to Donovan Aircraft Inc., leased to Air Flight, operating as a 14 CFR Part 135 passenger flight, crashed on a visual approach to the Fort Lauderdale-Hollywood International Airport, Fort Lauderdale, Florida. Visual meteorological conditions prevailed and a VFR flight plan was filed. The airplane was destroyed. The airline transport pilot and six passengers reported no injuries. The flight originated from Andros Town, Bahamas, about 1 hour 50 minutes before the accident.

The pilot stated he departed Fort Lauderdale with about 3 hours 30 minutes of fuel and made two intermediate stops before returning to Fort Lauderdale. No fuel was purchased. While making a visual approach to runway 27 left at Fort Lauderdale, he noticed the right main landing gear did not indicate that it was down. He notified tower, initiated a go-around, remained in left closed traffic, and performed the emergency procedures with negative results. Tower was informed that he was departing closed traffic and that he would circle offshore to burn fuel and contact his company operations. Another company airplane was dispatched to his location and verified the landing gear problem. The pilot started an approach to runway 27 left. The right engine started to surge about 5 miles from the runway. He switched the fuel tanks to crossfeed, and the engine quit. The left engine started surging about 1 mile from the end of the runway. He switched the fuel tanks to the left auxiliary fuel tank. The engine started to run and quit. The pilot made a forced landing straight ahead and collided with approach lights about 1/4 mile from the end of the runway. The pilot stated to the FAA, "I ran out of fuel."

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	37, 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 Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	10/30/1997
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	5017 hours (Total, all aircraft), 2175 hours (Total, this make and model), 4936 hours (Pilot In Command, all aircraft), 156 hours (Last 90 days, all aircraft), 59 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N69312
Model/Series:	402B 402B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	402B0430
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	08/21/1997, Annual	Certified Max Gross Wt.:	6300 lbs
Time Since Last Inspection:	95 Hours	Engines:	2 Reciprocating
Airframe Total Time:	7482 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520E
Registered Owner:	DONOVAN AIRCRAFT INC.	Rated Power:	300 hp
Operator:	AIR FLIGHT	Operating Certificate(s) Held:	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FLL, 11 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1750 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 5000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	28° C / 23° C
Precipitation and Obscuration:			
Departure Point:	ANDROS TOWN, OF (MYAF)	Type of Flight Plan Filed:	VFR
Destination:	, FL (FLL)	Type of Clearance:	VFR
Departure Time:	1555 EST	Type of Airspace:	Class D

## Airport Information

Airport:	FT LAUDERDALE-HOLLYWOOD (FLL)	Runway Surface Type:	
Airport Elevation:	11 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing; Straight-in

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	6 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	7 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	CARROL A SMITH	Report Date:	04/10/1998
Additional Participating Persons:	THOMAS LAIRD; FORT 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 <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> .		

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](#).