



National Transportation Safety Board Aviation Accident Final Report

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| Location: | FORT LAUDERDALE, FL | Accident Number: | MIA85FA260 |
| Date & Time: | 09/23/1985, 1242 EDT | Registration: | N402V |
| Aircraft: | CESSNA 402C | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 3 None |

Flight Conducted Under: Part 135: Air Taxi & Commuter - Scheduled

Analysis

PILOT DITCHED AIRCRAFT IN ATLANTIC OCEAN AFTER LOSING POWER IN BOTH ENGINES. THE THREE OCCUPANTS ESCAPED UNINJURED AND WERE PICKED UP BY A NEARBY BOAT. THE AIRCRAFT SANK IN APPROXIMATELY 800 FEET OF WATER ABOUT 5 MINUTES AFTER DITCHING. POST ACCIDENT INSPECTION OF OPERATOR RECORDS ALONG WITH A STATEMENT FROM THE PREVIOUS PILOT WHO FLEW THE AIRCRAFT REVEALED THAT APPROXIMATELY 26 POUNDS OF FUEL REMAINED ON BOARD THE AIRCRAFT AT THE TIME OF THE ACCIDENT. CESSNA AIRCRAFT COMPANY REPRESENTATIVE STATED THAT THE CESSNA 402C AIRCRAFT HAS AN UNUSABLE FUEL CAPACITY OF 44.4 POUNDS IN CRITICAL FLIGHT ATTITUDES AND THAT THIS FIGURE IS LOWER IN MORE NORMAL ATTITUDES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. (C) FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
4. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

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

Occurrence #3: DITCHING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

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|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|----------------------------|
| Certificate: | Airline Transport; Flight Instructor | Age: | 29, 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 Single-engine; Instrument Airplane | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 06/25/1985 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 6435 hours (Total, all aircraft), 3100 hours (Total, this make and model), 6328 hours (Pilot In Command, all aircraft), 132 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--------------------------|---------------------------------------|----------------------------|
| Aircraft Make: | CESSNA | Registration: | N402V |
| Model/Series: | 402C 402C | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 402C0337 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 10 |
| Date/Type of Last Inspection: | 09/21/1985, AAIP | Certified Max Gross Wt.: | 6850 lbs |
| Time Since Last Inspection: | 5 Hours | Engines: | 2 Reciprocating |
| Airframe Total Time: | 3338 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | TSIO-520-VB |
| Registered Owner: | ALLAN F. JONES | Rated Power: | 325 hp |
| Operator: | GULL AIR, INC. | Operating Certificate(s) Held: | Commuter Air Carrier (135) |
| Operator Does Business As: | GULL AIR | Operator Designator Code: | GULA |

Meteorological Information and Flight Plan

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|----------------------------------|--------------------------|-----------------------------------------|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | FLL, 11 ft msl | Distance from Accident Site: | 6 Nautical Miles |
| Observation Time: | 1250 EDT | Direction from Accident Site: | 270° |
| Lowest Cloud Condition: | Scattered / 3000 ft agl | Visibility | 10 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 60° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 31° C / 24° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | FREEPORT, OF (MYGF) | Type of Flight Plan Filed: | None |
| Destination: | FT. LAUDERDALE, FL (FLL) | Type of Clearance: | None |
| Departure Time: | 1210 EDT | Type of Airspace: | Class E |

Wreckage and Impact Information

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

Administrative Information

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|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--|
| Investigator In Charge (IIC): | JEFFREY L KENNEDY | Report Date: | |
| Additional Participating Persons: | DONALD WHISMAN; MIAMI, FL GARY SANTOS; WEST PALM BEA., 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/ . | | |

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](#).