



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	KAHULUI, HI	<b>Accident Number:</b>	LAX87LA195
<b>Date &amp; Time:</b>	04/29/1987, 0854 HST	<b>Registration:</b>	N4588Q
<b>Aircraft:</b>	CESSNA 402A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious

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

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## Analysis

SHORTLY AFTER TAKEOFF, THE PLT REQD AN 'IMMEDIATE DOWNWIND' TO RTRN TO THE ARPT & WAS CLRD TO LAND. WHEN ASKED IF EQUIP-MENT WAS NEEDED, HE REPLIED, 'NEGATIVE, SIR, A LITTLE MATTER OF FUEL.' A WITNESS SAID THE ACFT APPEARED VERY LOW ON FINAL APCH WITH BOTH PROPS TURNING. THE ACFT CRASH LNDD SHORT OF THE RWY, WENT THRU A PERIMETER FENCE & CAME TO REST ON AN INCLINE ABT 10' SHORT OF THE RWY. THE PLT RCVD A HEAD INJURY & COULDN'T REMEMBER MANY DETAILS OF THE OCCURRENCE. IN AN EARLY INTERVIEW, HE INDCD THERE WAS A PARTIAL PWR LOSS & THE ACFT YAWED, BUT HE COULDN'T REMEMBER WHICH ENG 'CUT OUT FIRST.' LATER, HE WAS UNABLE TO RECALL LOSING PWR. SIX GAL OF FUEL WAS FND IN THE L MAIN TANK, ABT 1.5 GAL WAS IN THE R MAIN TANK. THE LEFT FUEL SLCTR WAS FND IN THE 'MAIN' PSN, BUT DUE TO DMG & RESCUE ACTIVITIES, THE PSN OF THE R FUEL SLCTR WAS NOT DETERMINED. BOTH AUX PUMP SWS WERE IN THE 'OFF' PSN. THE L PROP CTL WAS IN THE FEATHER PSN, BUT NEITHER PROP HAD FEATHERED. EACH MAIN TANK HELD 1 GAL OF UNUSABLE FUEL. A TEST OF THE PLT'S BLOOD SHOWED 0.045% ALCOHOL.

## Probable Cause and Findings

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

## Findings

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

### Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. (F) FLUID,FUEL - LOW LEVEL
4. PRECAUTIONARY LANDING - INITIATED
5. (C) FLUID,FUEL - STARVATION
6. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
7. (F) IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

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

### Findings

8. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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

### Findings

9. (F) TERRAIN CONDITION - ROUGH/UNEVEN

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Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING

### Findings

10. (F) OBJECT - FENCE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	56, 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
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	02/24/1987
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6650 hours (Total, all aircraft), 6400 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 17 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>	N4588Q
<b>Model/Series:</b>	402A 402A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	402A0088
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	04/23/1987, 100 Hour	<b>Certified Max Gross Wt.:</b>	6300 lbs
<b>Time Since Last Inspection:</b>	21 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520
<b>Registered Owner:</b>	INTER ISLAND AIR, INC.	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	INTER-ISLAND AIR	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	ITIA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OGG, 54 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0900 HST	Direction from Accident Site:	20°
Lowest Cloud Condition:	Unknown / 2800 ft agl	Visibility	20 Miles
Lowest Ceiling:	Broken / 2800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	(OGG)	Type of Flight Plan Filed:	None
Destination:	LANAI, HI (LNY)	Type of Clearance:	VFR
Departure Time:	0849 HST	Type of Airspace:	Class D; Class E

## Airport Information

Airport:	KAHULUI (OGG)	Runway Surface Type:	Asphalt
Airport Elevation:	54 ft	Runway Surface Condition:	Dry
Runway Used:	2	IFR Approach:	None
Runway Length/Width:	6995 ft / 150 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
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):	THOMAS H WILCOX	Report Date:	05/01/1989
Additional Participating Persons:	JUDITH A ADAMS; HONOLULU, HI STEVEN E DAHLEN; HONOLULU, HI		
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](#).