



National Transportation Safety Board Aviation Accident Final Report

Location:	BOISE, ID	Accident Number:	SEA92FA019
Date & Time:	11/16/1991, 0256 MST	Registration:	N29517
Aircraft:	CESSNA C-402B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE PILOT ANNOUNCED HE HAD AN ENGINE FAILURE DURING INITIAL CLIMB AT 300-400 FT AGL AFTER TAKEOFF ON A VFR NIGHT CARGO FLT. THE TOWER CONTROLLER CLEARED THE FLT TO RETURN TO THE ARPT AND LAND ON ANY RWY. THE ACFT ENTERED A RIGHT DESCENDING TURN, IMPACTED THE GND ONE MILE FROM THE ARPT, AND IGNITED IN FLAMES. EVIDENCE INDICATED THE RIGHT ENGINE WAS NOT OPERATING AT IMPACT. THE LANDING GEAR WAS DOWN AND THE RIGHT PROPELLER WAS IN THE HIGH PITCH POSITION. EXAM OF THE RIGHT ENGINE REVEALED BLOCKED FUEL INJECTORS, INCORRECT SIZE FUEL INJECTORS, FUEL PUMP OUT OF ADJUSTMENT, AND BURNED/PITTED BREAKER POINTS IN A MAGNETO.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF POWER ON THE RIGHT ENGINE DURING INITIAL CLIMB AFTER TAKEOFF DUE TO INADEQUATE MAINTENANCE INSPECTION AND ADJUSTMENT OF THE ENGINE BY COMPANY MAINTENANCE PERSONNEL, AND THE LOSS OF CONTROL BY THE PILOT DUE TO HIS FAILURE TO PROPERLY CONFIGURE THE AIRCRAFT AND PERFORM A PROPER SINGLE ENGINE CLIMB MANEUVER, AND HIS FAILURE TO MAINTAIN SINGLE ENGINE CLIMB AIRSPEED. A FACTOR RELATING TO THE ACCIDENT WAS THE DARK NIGHT LIGHT CONDITIONS.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) 1 ENGINE
2. (C) MAINTENANCE,INSPECTION - INADEQUATE - COMPANY MAINTENANCE PERSONNEL
3. (C) MAINTENANCE,ADJUSTMENT - IMPROPER - COMPANY MAINTENANCE PERSONNEL

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

4. (C) PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
5. (C) GEAR DOWN AND LOCKED - IMPROPER - PILOT IN COMMAND
6. (F) LIGHT CONDITION - DARK NIGHT
7. (C) MANEUVER - IMPROPER - PILOT IN COMMAND
8. (C) AIRSPEED(VYSE) - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	53, 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):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/05/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3864 hours (Total, all aircraft), 450 hours (Total, this make and model), 3300 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N29517
Model/Series:	C-402B C-402B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	402B0031
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	10/18/1991, 100 Hour	Certified Max Gross Wt.:	6300 lbs
Time Since Last Inspection:	61 Hours	Engines:	2 Reciprocating
Airframe Total Time:	6994 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TS10-520-E
Registered Owner:	LEACH, LARRY L. & LINDA K.	Rated Power:	300 hp
Operator:	REGIONAL EXPRESS CO.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	RECA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	BOI, 2858 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0250 MST	Direction from Accident Site:	326°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-3° C / -6° C
Precipitation and Obscuration:			
Departure Point:	BOISE, ID (BOI)	Type of Flight Plan Filed:	None
Destination:	POCATELLO, ID (PIH)	Type of Clearance:	VFR
Departure Time:	0254 MST	Type of Airspace:	Class D

Airport Information

Airport:	BOISE	Runway Surface Type:	Asphalt
Airport Elevation:	2858 ft	Runway Surface Condition:	Dry
Runway Used:	1	IFR Approach:	None
Runway Length/Width:	7399 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PRENTISS E MANGUM	Report Date:	04/27/1993
Additional Participating Persons:	BOB ROUNTREE; BOISE, ID RICK STEDNITZ; BOISE, ID JOHN MOELLER; MOBILE, AL PETE FOX; WICHITA, KS		
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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