



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ROANOKE, TX	<b>Accident Number:</b>	FTW92FA029
<b>Date &amp; Time:</b>	11/29/1991, 1720 CST	<b>Registration:</b>	N69CR
<b>Aircraft:</b>	CESSNA 402B	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious

**Flight Conducted Under:** Part 91: General Aviation - Other Work Use

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## Analysis

DURING DAYLIGHT FLIGHT, THE AIRPLANE LOST ITS RIGHT ENGINE DUE TO FAILED PISTON ASSEMBLY BECAUSE OF ENGINE OVERHEATING. THE OVERHEATING WAS DUE TO THE ENGINE AIR COOLING BAFFLE NOT BEING INSTALLED AND THE IMPROPER OIL FILTER BEING INSTALLED. THE AIRPLANE WOULD NOT SUSTAIN FLIGHT DUE TO THE INOPERATIVE MAIN LANDING GEAR WHICH WAS LOCKED IN THE DOWN POSITION AND THE PROPELLER THAT COULD NOT FEATHER DUE TO CORROSION. THE PILOT AND HIS PASSENGER WERE SERIOUSLY INJURED IN THE LANDING DUE TO THE LACK OF SEAT BELTS. THE AIRPLANE WAS OPERATED WITH 137 KNOWN DEFICIENCIES.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE OPERATION OF THE AIRPLANE WITH KNOWN DEFICIENCIES, A MISSING AIR COOLING BAFFLE, AND INADEQUATE MAINTENANCE. FACTORS WERE THE FROZEN PROPELLER, INABILITY OF THE PILOT TO FEATHER THE PROPELLER, INOPERATIVE LANDING GEAR, THE INABILITY OF THE PILOT TO RETRACT THE LANDING GEAR, AND THE LACK OF SEAT BELTS.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: CRUISE - NORMAL

### Findings

1. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
2. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
3. (C) COOLING SYSTEM,BAFFLE - MISSING
4. (C) MAINTENANCE - INADEQUATE - FLIGHT ENGINEER
5. (F) PROPELLER SYSTEM/ACCESSORIES - FROZEN
6. (F) PROPELLER FEATHERING - NOT POSSIBLE - PILOT IN COMMAND
7. (F) LANDING GEAR,MAIN GEAR - INOPERATIVE
8. (F) GEAR RETRACTION - NOT POSSIBLE - PILOT IN COMMAND

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

### Findings

9. MISC EQPT/FURNISHINGS,SEAT BELT - NOT INSTALLED
10. (F) SEAT BELT - NOT POSSIBLE - PILOT IN COMMAND
11. (F) SEAT BELT - NOT POSSIBLE - PASSENGER

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

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	34, 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>	
<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>	07/29/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4500 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N69CR
<b>Model/Series:</b>	402B 402B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	402B0521
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	6300 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3077 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TSIO-520-E
<b>Registered Owner:</b>	JERRY MILLER	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	JERRY MILLER	<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:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	Broken / 5500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23° C / 14° C
Precipitation and Obscuration:			
Departure Point:	ADDISON, TX (ADS)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1705 CST	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	MATTHEW ELLIS	Report Date:	05/26/1993
Additional Participating Persons:	LARRY WILKERSON; FORT WORTH, TX		
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:pubinquiry@ntsb.gov">pubinquiry@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](#).