



National Transportation Safety Board Aviation Accident Final Report

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| Location: | NAPLES, FL | Accident Number: | MIA84FA251 |
| Date & Time: | 09/07/1984, 2110 EDT | Registration: | N89PB |
| Aircraft: | CESSNA 402C | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 1 Fatal, 2 Serious, 3 Minor |

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

Analysis

SHORTLY AFTER TAKEOFF, BOTH ENGS LOST POWER & A WHEELS UP LANDING WAS MADE IN AN OPEN FIELD. THE ACFT WAS DESTROYED BY IMPACT & FIRE. AN INVESTIGATION REVEALED THAT THE ACFT HAD BEEN REFUEL WITH JET-A FUEL RATHER THAN 100 LOW LEAD AVGAS. THE LINEMAN HAD INADVERTENTLY USED THE JET-A FUEL TRUCK WHICH WAS IDENTICAL TO THE AVGAS TRUCK EXCEPT FOR A DECAL, APPX 4' BY 16', WHICH IDENTIFIED THE TYPE OF FUEL. THE LINEMAN STATED THAT HIS TRAINING CONSISTED OF APPX 30 MIN OF READING THE COMPANY MAINTENANCE MANUAL ON HOW TO REFUEL THE DIFFERENT COMPANY ACFT, THEN WAS GIVEN ON-THE-JOB TRAINING FOR A BRIEF TIME. WHEN HE WENT TO REFUEL N89PB PRIOR TO THE ACCIDENT FLT, HE WENT TO THE PARKING SPACE WHERE THE AVGAS TRUCK WAS NORMALLY PARKED, BUT ON THAT OCCASION, THE JET-A FUEL TRUCK WAS THERE.

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: CLIMB - TO CRUISE

Findings

1. (C) FLUID,FUEL GRADE - IMPROPER
 2. (C) MAINTENANCE,SERVICE OF AIRCRAFT/EQUIPMENT - IMPROPER - GROUND PERSONNEL
 3. (F) HABIT INTERFERENCE - GROUND PERSONNEL
 4. (F) INADEQUATE SURVEILLANCE,INADEQUATE PROCEDURE - COMPANY/OPERATOR MGMT
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Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

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

Findings

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

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|----------------------------------|--|--|----------------------------|
| Certificate: | Airline Transport; Flight Instructor | Age: | 28, 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 Multi-engine; Airplane Single-engine; Instrument Airplane | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 03/13/1984 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 2639 hours (Total, all aircraft), 412 hours (Total, this make and model), 1835 hours (Pilot In Command, all aircraft), 249 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------------|---------------------------------------|----------------------------|
| Aircraft Make: | CESSNA | Registration: | N89PB |
| Model/Series: | 402C 402C | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 402C0650 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | 09/06/1984, AAIP | Certified Max Gross Wt.: | 6850 lbs |
| Time Since Last Inspection: | 4 Hours | Engines: | 2 Reciprocating |
| Airframe Total Time: | 1495 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | TSIO-520-VB |
| Registered Owner: | PROVINCETOWN-BOSTON AIRLINES | Rated Power: | 325 hp |
| Operator: | PROVINCETOWN-BOSTON AIRLINES | Operating Certificate(s) Held: | Commuter Air Carrier (135) |
| Operator Does Business As: | | Operator Designator Code: | PBAA |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Night/Bright |
| Observation Facility, Elevation: | FMY, 18 ft msl | Distance from Accident Site: | 27 Nautical Miles |
| Observation Time: | 2050 EDT | Direction from Accident Site: | 340° |
| Lowest Cloud Condition: | Clear / 0 ft agl | Visibility | 10 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 12 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 20° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 27° C / 21° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Type of Flight Plan Filed: | IFR |
| Destination: | TAMPA, FL (TPA) | Type of Clearance: | None |
| Departure Time: | 2105 EDT | Type of Airspace: | Class G |

Airport Information

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|----------------------|-------------------|---------------------------|----------------|
| Airport: | NAPLES MUNI (APF) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 9 ft | Runway Surface Condition: | Dry |
| Runway Used: | 4 | IFR Approach: | None |
| Runway Length/Width: | 5000 ft / 150 ft | VFR Approach/Landing: | Forced Landing |

Wreckage and Impact Information

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|---------------------|-----------------------------|----------------------|-----------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 1 Fatal, 2 Serious, 2 Minor | Aircraft Fire: | On-Ground |
| Ground Injuries: | N/A | Aircraft Explosion: | On-Ground |
| Total Injuries: | 1 Fatal, 2 Serious, 3 Minor | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|--------------|--|
| Investigator In Charge (IIC): | JEFFREY L KENNEDY | Report Date: | |
| Additional Participating Persons: | RON HOLLIFIELD; MIAMI, FL JOHN ZATE; NAPLES, FL DALE CARTER; ATLANTA, GA | | |
| 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](#).