



National Transportation Safety Board Aviation Accident Data Summary

Location:	SAVANNAH, GA	Accident Number:	ATL96LA001
Date & Time:	10/01/1995, 1426 EDT	Registration:	N9553H
Aircraft:	Cessna 172M	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

After requesting fuel availability for various airport's from Savannah Approach Control, the pilot declared an emergency and landed at the Hunter Army Air Field. After landing, he taxied to a remote part of the airport and removed hand made fuel lines connecting three six gallon tanks to the left wing tank. These additional tanks were stored where the rear seat had been installed. The pilot did not refuel the aircraft prior to takeoff, and after departure, the engine began to run rough. He elected to execute a precautionary landing along Savannah's Highway 516, where the aircraft collided with a road sign. The pilot then lost control, and the aircraft skidded into a guard rail and flipped over. Two pilots were aboard the aircraft. Both repeatedly changed their stories concerning who they were, and what transpired prior to the accident. An FAA examiner stated that there was approximately fifteen gallons of automotive fuel in the aircraft's right wing, and no fuel in the left wing. He also stated that the aircraft appeared to have been configured for transportation of unauthorized material.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of unsuitable terrain for a precautionary landing, and his failure to maintain clearance from an obstacle (road sign) during the landing.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING

Findings

1. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. OBJECT - SIGN
4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Pilot Information

Certificate:	Private	Age:	56
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	900 hours (Total, all aircraft), 550 hours (Total, this make and model), 750 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9553H
Model/Series:	172M 172M	Engines:	1 Reciprocating
Operator:	JOHN W. WANG	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E2D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SVN, 42 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 2300 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 40°
Temperature:	23°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	HUNTER ARMY A/F, GA (UNK)	Destination:	

Airport Information

Airport:	HUNTER ARMY AIR FIELD (SVN)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): PRESTON E HICKS

Adopted Date: 11/11/1996

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.