



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MONROE, NC	<b>Accident Number:</b>	ATL91FA148
<b>Date &amp; Time:</b>	08/01/1991, 1435 EDT	<b>Registration:</b>	N3298Q
<b>Aircraft:</b>	CESSNA 401	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE ACCIDENT OCCURRED DURING THE PILOT'S SECOND ATTEMPT TO FLY TO HIS DESTINATION. ACCORDING TO AIRPORT PERSONNEL, HE DID NOT REFUEL THE AIRPLANE AFTER HE RETURNED FROM THE FIRST ATTEMPT. HE HAD ONLOADED 43.6 GALLONS OF FUEL BEFORE DEPARTING ON THE FIRST FLIGHT. AFTER DEPARTING RUTHERFORDTON ON THE SECOND FLIGHT, THE AIRPLANE WAS OBSERVED ABOUT 400 FEET ABOVE THE GROUND AND 4 MILES NORTH OF MONROE. ONE WITNESS REPORTED THAT THE RIGHT ENGINE WAS SPUTTERING AS IT FLEW OVERHEAD; SECONDS LATER, THE AIRPLANE CRASHED INTO A WOODED AREA. A WRECKAGE EXAMINATION DISCLOSED THAT THE FUEL SYSTEM WAS EMPTY. NO FUEL WAS FOUND IN THE LEFT ENGINE FUEL FLOW DIVIDER. AIRPORT PERSONNEL ALSO REPORTED THE PILOT WAS NOT KNOWLEDGEABLE OF THE AIRCRAFT FUEL SYSTEM. ACCORDING TO THE OWNER'S MANUAL, THE FUEL CONSUMPTION RATE FOR CRUISE AT 75% POWER WAS ABOUT 16 GALLONS PER HOUR PER ENGINE. THE PILOT HAD OPERATED THE ENGINES APPROXIMATELY 2 HOURS 10 MINUTES BEFORE THEY LOST POWER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE PREFLIGHT BY THE PILOT, WHICH RESULTED IN FUEL EXHAUSTION, DUE TO AN INADEQUATE SUPPLY OF FUEL. THE PILOT'S LACK OF FAMILIARITY WITH THE AIRCRAFT FUEL SYSTEM WAS A RELATED FACTOR.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: CRUISE

### Findings

1. ALL ENGINES
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) FLUID,FUEL - EXHAUSTION
4. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	42, 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>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/08/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1310 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N3298Q
<b>Model/Series:</b>	401 401	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	401-0098
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	07/31/1991, Unknown	<b>Certified Max Gross Wt.:</b>	6300 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5975 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520
<b>Registered Owner:</b>	FISHER, HYMAN S	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	FISHER, HYMAN S	<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:	CLT, 749 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1450 EDT	Direction from Accident Site:	310°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Broken / 1600 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26 °C / 22 °C
Precipitation and Obscuration:			
Departure Point:	RUTHERFORDTON, NC (57A)	Type of Flight Plan Filed:	None
Destination:	SALISBURY, NC (RVQ)	Type of Clearance:	None
Departure Time:	1330 EDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	ROFF H SASSER, III	Report Date:	03/02/1993
Additional Participating Persons:	HAROLD CADMUS; CHARLOTTE, NC G. S SHOEMAKER; WICHITA, KS G. M HOLLINGSWORTH; MOBILE, AL		
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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