



National Transportation Safety Board Aviation Accident Data Summary

Location:	MONROE, NC	Accident Number:	ATL91FA148
Date & Time:	08/01/1991, 1435 EDT	Registration:	N3298Q
Aircraft:	CESSNA 401	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

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

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

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

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

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

Pilot Information

Certificate:	Private	Age:	42
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1310 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3298Q
Model/Series:	401 401	Engines:	1 Reciprocating
Operator:	FISHER, HYMAN S	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-520
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:	CLT, 749 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 1600 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 150°
Temperature:	26° C	Visibility	5 Miles
Precipitation and Obscuration:			
Departure Point:	RUTHERFORDTON, NC (57A)	Destination:	SALISBURY, NC (RVQ)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): ROFF H SASSER, III Adopted Date: 03/02/1993

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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