



National Transportation Safety Board Aviation Accident Final Report

Location:	FREDERICKSBURG, VA	Accident Number:	BF091LA071
Date & Time:	08/01/1991, 1720 EDT	Registration:	N6002R
Aircraft:	CESSNA 172G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

BEFORE DEPARTING ON A FLIGHT FROM MADISON, CONNECTICUT TO FREDERICKSBURG, VIRGINIA, THE PILOT VISUALLY INSPECED THE FUEL TANKS. HE STATED THAT THE RIGHT TANK WAS FULL WHILE THE LEFT TANK WAS TWO TO THREE GALLONS SHORT OF BEING FULL. HE DEPARTED AT ABOUT 1421 EDT WITH THE FUEL SELECTOR ON THE BOTH POSITION. DURING THE FLIGHT HE ALTERNATED BETWEEN THE LEFT AND RIGHT TANK. HE STATED THAT HE SELECTED THE LEFT TANK FOR APPROXIMATELY 93 MINUTES AND THE RIGHT TANK FOR 74 MINUTES. AS HE CONTINUED HIS DESCENT TO HIS DESTINATION, HE KEPT THE SELECTOR ON THE LEFT TANK. DURING THE DESCENT THE ENGINE LOST POWER AND HE MADE A FORCED LANDING IN A FIELD, EXAMINATION OF THE AIRCRAFT REVEALED THERE WAS SIX TO EIGHT GALLONS REMAINING IN THE RIGHT TANK. THE PILOT STATED THAT THE ACCIDENT COULD HAVE BEEN PREVENTED IF HE HAD USED THE EMERGENCY CHECK LIST.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S SELECTION OF THE IMPROPER FUEL TANK. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT DID NOT USE THE CHECK LIST.

Findings

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

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. (F) CHECKLIST - NOT USED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

4. (F) TERRAIN CONDITION - OPEN FIELD

Factual Information

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/11/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	358 hours (Total, all aircraft), 240 hours (Total, this make and model), 307 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6002R
Model/Series:	172G 172G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	17253671
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/11/1990, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	61 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2822 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-300-D
Registered Owner:	JAMES M. CURRY	Rated Power:	145 hp
Operator:	JAMES M. CURRY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DCA, 16 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	1700 EDT	Direction from Accident Site:	30°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	6 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31 °C / 21 °C
Precipitation and Obscuration:			
Departure Point:	MADISON, CT (N04)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	VFR
Departure Time:	1421 EDT	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	BEVERLY JOHNSON	Report Date:	04/08/1993
Additional Participating Persons:	JOHN BROWN; WASHINGTON, DC		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).