



National Transportation Safety Board Aviation Accident Data Summary

Location:	FREDERICKSBURG, VA	Accident Number:	BFO91LA071
Date & Time:	08/01/1991, 1720 EDT	Registration:	N6002R
Aircraft:	CESSNA 172G	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 INSPECTED 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

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

Findings

4. (F) TERRAIN CONDITION - OPEN FIELD

Pilot Information

Certificate:	Private	Age:	53
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	JAMES M. CURRY	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-300-D
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:	DCA, 16 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 25000 ft agl	Wind Speed/Gusts, Direction:	12 knots / , 20°
Temperature:	31 °C	Visibility	6 Miles
Precipitation and Obscuration:			
Departure Point:	MADISON, CT (N04)	Destination:	

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	BEVERLY JOHNSON	Adopted Date:	04/08/1993
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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