



National Transportation Safety Board Aviation Accident Final Report

Location:	EVERGLADES CITY, FL	Accident Number:	MIA92GA002
Date & Time:	10/02/1991, 2020 EDT	Registration:	N758JN
Aircraft:	CESSNA 172K	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Public Aircraft		

Analysis

THE CIVIL AIR PATROL PRIVATE PILOT AND AERIAL OBSERVER DEPARTED ON A PUBLIC USE FLIGHT IN VFR CONDITIONS. THE FLIGHT WAS DIVERTED BY CAP GROUND PERSONNEL TO ASSIST IN LOCATING A BOAT IN DISTRESS. THE CAP PILOT LOCATED THE BOAT AND REMAINED OVERHEAD, WHILE CAP GROUND PERSONNEL NOTIFIED THE US COAST GUARD. USCG AIRCRAFT WERE DISPATCHED TO THE SCENE AND ESTABLISHED RADIO CONTACT WITH THE CAP AIRCRAFT. THE CAP PILOT INFORMED THE USCG THAT FUEL WAS CRITICAL EN ROUTE TO MARCO. NO FURTHER RADIO CONTACT WAS ESTABLISHED. THE DESTROYED AIRPLANE WAS LOCATED 15 DAYS LATER. BOTH CREWMEMBERS WERE KILLED. EXAMINATION OF THE AIRFRAME, FLIGHT CONTROL SYSTEM, PROPELLER SYSTEM, ENGINE AND ACCESSORIES REVEALED NO EVIDENCE TO INDICATED A PRECRASH FAILURE OF MALFUNCTION. NEITHER FUEL TANK WAS RUPTURED AND NO FUEL WAS PRESENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S IMPROPER MANAGEMENT OF FUEL. THIS RESULTED IN THE AIRPLANE EXPERIENCING FUEL EXHAUSTION, FORCED LANDING, AND IN FLIGHT COLLISION WITH TERRAIN.

Findings

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

Findings

1. (F) FLUID,FUEL - EXHAUSTION
2. (C) FUEL CONSUMPTION CALCULATIONS - INADVERTENT - PILOT IN COMMAND
3. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/01/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1025 hours (Total, all aircraft), 1025 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N758JN
Model/Series:	172K 172K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	R1723134
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	IO-360-GBC-KB
Registered Owner:		Rated Power:	210 hp
Operator:	CIVIL AIR PATROL, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	APF, 9 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1950 EDT	Direction from Accident Site:	300°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	100 Miles
Lowest Ceiling:	Broken / 15000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	27° C / 23° C
Precipitation and Obscuration:			
Departure Point:	MARCO ISLAND, FL (MKY)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	1805 EDT	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	CARROL A SMITH	Report Date:	01/22/1993
Additional Participating Persons:	GUY D HUTCHINGS WILLIAM B WELCH GEORGE M HOLLINGSWORTH LT PATRICK W FINNEGAN		
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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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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](#).