



National Transportation Safety Board Aviation Accident Data Summary

Location:	EVERGLADES CITY, FL	Accident Number:	MIA92GA002
Date & Time:	10/02/1991, 2020 EDT	Registration:	N758JN
Aircraft:	CESSNA 172K	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

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

Pilot Information

Certificate:	Private	Age:	71
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	
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	Engines:	1 Reciprocating
Operator:	CIVIL AIR PATROL, INC.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-GBC-KB
Flight Conducted Under:	Public Aircraft		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	APF, 9 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 15000 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 230°
Temperature:	27° C	Visibility	100 Miles
Precipitation and Obscuration:			
Departure Point:	MARCO ISLAND, FL (MKY)	Destination:	

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	CARROL A SMITH	Adopted Date:	01/22/1993
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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agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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