



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	BRIDGEPORT, WV	<b>Accident Number:</b>	BFO89LA051
<b>Date &amp; Time:</b>	07/01/1989, 0920 EDT	<b>Registration:</b>	N1975N
<b>Aircraft:</b>	CESSNA 140	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PLT WAS ON CLIMB OUT, AT 200 FT AGL, AFTER DOING THE THIRD T & G LNDG, WHEN THE ENG STARTED LOSING PWR. THE PLT MADE A FORCED LNDG IN AN OPEN FIELD AND THE ACFT STRUCK A POLE AND TREE. THE PLT SAID HE PUT THE ACFT IN A LEFT SLIP DURING THE THIRD LNDG APPROACH AND WAS USING THE LEFT FUEL TANK DURING THE FLIGHT. EXAMINATION OF THE ACFT REVEALED THE FUEL TANKS EACH HAD 5 GALS OF FUEL. EACH TANK CAPACITY IS 12.5 GALS. THE ENG STARTED ON THE FIRST ATTEMPT AND OPERATED WITHOUT DISCREPANCY DURING THE POST ACCIDENT EXAMINATION.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF ENGINE POWER BECAUSE OF FUEL STARVATION. FUEL STARVATION OCCURRED BECAUSE OF UNPORTING OF FUEL FROM THE TANK OUTLET WHEN THE AIRCRAFT WAS IN A SLIP ATTITUDE SHORTLY BEFORE THE POWER LOSS. A CONTRIBUTING FACTOR IS INADEQUATE INFORMATION IN THE FLIGHT MANUAL CAUTIONING OF THE POTENTIAL UNPORTING OF THE FUEL OUTLET.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) MANEUVER - IMPROPER - PILOT IN COMMAND
3. (F) FLIGHT MANUALS - INADEQUATE - MANUFACTURER

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

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

4. (F) OBJECT - POLE
5. (F) OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	55
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine
<b>Flight Time:</b>	11990 hours (Total, all aircraft), 150 hours (Total, this make and model), 7865 hours (Pilot In Command, all aircraft), 95 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N1975N
<b>Model/Series:</b>	140 140	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	MILAN, JR. PATRICK	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	C-85-12
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CKB, 1203 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 2000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	19° C	<b>Visibility</b>	5 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	DENNIS L JONES	<b>Adopted Date:</b>	08/02/1990
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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