



National Transportation Safety Board Aviation Accident Data Summary

Location:	JACKSONVILLE, FL	Accident Number:	MIA87FA019
Date & Time:	11/01/1986, 0214 EST	Registration:	N6123U
Aircraft:	CESSNA 210	Injuries:	1 Serious
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE FLT, TRANSPORTING BANKING RECORDS, HAD EXECUTED A VOR APCH TO THE RWY AFTER BEING GIVEN THE ARPT WX WHICH WAS CEILING INDEFINATE WITH 1 MI VISIBILITY IN FOG. THE PLT STATED THAT AFTER LANDING, HE REALIZED HE HAD TOUCHED DOWN TOO FAR DOWN THE RWY TO STOPPED, SO HE TOOK OFF AGAIN. AFTER TAKEOFF, HE BEGAN A RIGHT TURN AND AT 300 FT, THE ENGINE QUIT AND HE MADE A NIGHT FORCED LANDING IN TREES. AFTER THE ACCIDENT, ONLY ABOUT 1 PINT OF FUEL WAS FOUND IN THE FUEL SYSTEM WITH NO EVIDENCE OF ANY SPILL IN THE CRASH AREA. THE ENGINE WAS SUBSEQUENTLY TEST RUN AND NORMAL OPERATION WAS OBSERVED. TOTAL FUEL CONSUMPTION FOR THE FLT WAS CALCULATED TO HAVE BEEN 78 GALLONS. TOTAL FUEL AVAILABLE WAS APRX 97 GALLONS.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

3. (F) OBJECT - TREE(S)

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	26
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
Flight Time:	1577 hours (Total, all aircraft), 424 hours (Total, this make and model), 1511 hours (Pilot In Command, all aircraft), 308 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6123U
Model/Series:	210 210	Engines:	1 Reciprocating
Operator:	TAMPA AIRWAYS, INC	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	IO-520-C
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	CRG, 41 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Obscured / 100 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 340°
Temperature:	20° C	Visibility	1 Miles
Precipitation and Obscuration:			
Departure Point:	PANAMA CITY, FL (PNF)	Destination:	JACKSONVILLE, FL (CRG)

Airport Information

Airport:	CRAIG MUNICIPAL (CRG)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Serious	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): RONALD W BIRD

Adopted 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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government 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.

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.