



National Transportation Safety Board Aviation Accident Final Report

Location:	MARYVILLE, TN	Accident Number:	ATL84FLT06
Date & Time:	03/01/1984, 1356 EST	Registration:	N6114B
Aircraft:	CESSNA 182	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE ACFT CRASHED DURING A FORCED LANDING AFTER RUNNING OUT OF FUEL. THE PLT SAID HE DID NOT VISUALLY CHECK THE FUEL PRIOR TO TAKEOFF. AFTER THE ACCIDENT THE ACFT CONTAINED 2 GALLONS IN EACH TANK AND HAD ABOUT AN OUNCE OF FUEL IN THE CARBURETOR WHICH NORMALLY HOLDS 10 OUNCES. THE ACFT HAS 5 GALLONS OF UNUSABLE FUEL ABOARD. THE PLT RECOMMENDED THAT THE ACFT BE VISUALLY CHECKED FOR FUEL RATHER THAN RELYING ON FUEL GAUGES.

Probable Cause and Findings

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: CRUISE - NORMAL

Findings

1. (F) FLUID,FUEL - EXHAUSTION
2. (C) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. (C) AIRCRAFT SERVICE - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/01/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	561 hours (Total, all aircraft), 15 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6114B
Model/Series:	182 182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	34114
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	O-470-R
Registered Owner:	JIMMY W. CASH	Rated Power:	265 hp
Operator:	JIMMY W. CASH	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	09

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TYS, 800 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1400 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	5°C / -18°C
Precipitation and Obscuration:			
Departure Point:	ANDREW, NC (GA3)	Type of Flight Plan Filed:	None
Destination:	KNOXVILLE, TN (10)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GERALD W RAGLAND	Report Date:	
Additional Participating Persons:			
Publish 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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).