



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	MARYVILLE, TN	<b>Accident Number:</b>	ATL84FLT06
<b>Date &amp; Time:</b>	03/01/1984, 1356 EST	<b>Registration:</b>	N6114B
<b>Aircraft:</b>	CESSNA 182	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	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

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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	561 hours (Total, all aircraft), 15 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6114B
<b>Model/Series:</b>	182 182	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JIMMY W. CASH	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	O-470-R
<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>	TYS, 800 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 230°
<b>Temperature:</b>	5°C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ANDREW, NC (GA3)	<b>Destination:</b>	KNOXVILLE, TN (10)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious	<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>	GERALD W RAGLAND	<b>Adopted Date:</b>	
<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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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.