



National Transportation Safety Board Aviation Accident Final Report

Location:	GUNNISON, CO	Accident Number:	DEN82DA100
Date & Time:	06/01/1982, 1145 MDT	Registration:	N12AC
Aircraft:	CESSNA T337C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING TAKEOFF, THE REAR ENGINE LOST POWER AT ABOUT 600 FT AGL, AND ABOUT 20 SECONDS LATER, THE FRONT ENGINE LOST POWER. THE PILOT HAD TURNED TO A DOWNWIND, BUT HAD LOST ALL POWER DURING THE TURN TO FINAL APPROACH. THE AIRCRAFT IMPACTED ABOUT 1/2 MILE FROM THE AIRPORT. THE PILOT REPORTED THAT THE FUEL TANKS HAD EMPTIED. HE STATED THAT THE FUEL TANKS INDICATED ABOUT 1/4 FULL. ALSO, HE NOTED THAT HE SHOULD HAVE LOOKED INTO THE TANKS RATHER THAN RELYING ON THE 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(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) FLUID,FUEL - STARVATION
4. (C) FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND

Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

6. (C) FLUID,FUEL - EXHAUSTION
7. (C) AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

Occurrence #3: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/12/1979
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4280 hours (Total, all aircraft), 230 hours (Total, this make and model), 3730 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N12AC
Model/Series:	T337C T337C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	T337-0911
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4648 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1567 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-360A
Registered Owner:	JACK D. BLANTON	Rated Power:	225 hp
Operator:	JACK DOERTY	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GUC, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1130	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	Broken / 6500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	66° C / 0° C
Precipitation and Obscuration:			
Departure Point:	GUNNISON, CO (GUC)	Type of Flight Plan Filed:	None
Destination:	GUNNISON, CO (GUC)	Type of Clearance:	None
Departure Time:	1145	Type of Airspace:	

Airport Information

Airport:	GUNNISON COUNTY (GUC)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	
Runway Length/Width:	7200 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):		Report Date:	06/01/1983
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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).