



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Eagleville, TN	<b>Accident Number:</b>	ATL05CA056
<b>Date &amp; Time:</b>	03/03/2005, 2100 CST	<b>Registration:</b>	N4024B
<b>Aircraft:</b>	Bellanca 17-30A	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The flight was cruising at 3,000 feet approximately 15 nautical miles north of Bomar Field - Shelbyville Municipal Airport, Shelbyville, Tennessee, when the engine sputtered and lost power. The pilot stated he moved the fuel selector from the auxiliary fuel tank to the right main fuel tank, established glide airspeed, and reported the loss of engine power to the Nashville air traffic control tower. The pilot stated he tried to find a road or clearing for landing, but he could not distinguish the terrain in the darkness. The pilot glided the airplane toward a dark area, then turned on the landing light and immediately saw treetops. The airplane collided with the trees and the ground. The pilot reported no mechanical malfunction with the airplane. He stated he had planned to change the selected fuel tank in five or ten minutes, and he had inadvertently allowed the auxiliary tank to run out of fuel before switching to a tank containing fuel. The elevation at the accident site was approximately 830 feet.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's mismanagement of the fuel supply by his failure to switch the fuel selector position , which resulted in a loss of engine power due to fuel starvation.

## Findings

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

### Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL MANAGEMENT - IMPROPER - PILOT IN COMMAND
3. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

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

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

### Findings

4. OBJECT - TREE(S)
5. LIGHT CONDITION - NIGHT

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	29
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	220 hours (Total, all aircraft), 152 hours (Total, this make and model), 179 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bellanca	<b>Registration:</b>	N4024B
<b>Model/Series:</b>	17-30A	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Joseph Trent Kendall	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-520 K
<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>	Night
<b>Observation Facility, Elevation:</b>	KBNA	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>	7°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Nashville, TN (KJWN)	<b>Destination:</b>	Shelbyville, TN (KSYI)

## Airport Information

<b>Airport:</b>	Bomar Field - Shelbyville Muni (KSYI)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<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>	35.713611, -86.589167		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Catherine E Gagne	<b>Adopted Date:</b>	06/08/2005
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<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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