



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Decherd, TN	<b>Accident Number:</b>	ATL05CA095
<b>Date &amp; Time:</b>	06/03/2005, 1830 CDT	<b>Registration:</b>	N524J
<b>Aircraft:</b>	David S Robbins Christavia MK 1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The pilot performed a preflight inspection but stated that he failed to visually check the fuel quantity in the tanks. Approximately 30 minutes into the flight, the engine started sputtering and the pilot turned on the electric fuel pump. The engine lost power and efforts by the pilot to restart the engine were unsuccessful. The pilot located a pasture for an emergency landing and was approximately 50 feet above the ground when he banked hard to the right to avoid four poles sticking out of the ground. As the pilot continued to maneuver for the emergency landing, the airplane collided with the ground. The post-accident examination of the airplane revealed that the fuel gauge was on 'E' and there was no fuel recovered from the fuel tanks. The examination of the airplane also revealed that the fuel tanks were not breached.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight planning which resulted in fuel exhaustion and subsequent loss of engine power.

## Findings

---

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) FLUID,FUEL - EXHAUSTION

-----

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

-----

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

Findings

3. TERRAIN CONDITION - GROUND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	02/01/1999
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	03/01/1999
<b>Flight Time:</b>	500 hours (Total, all aircraft), 269 hours (Total, this make and model), 100 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	David S Robbins	<b>Registration:</b>	N524J
<b>Model/Series:</b>	Christavia MK 1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	524
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	07/01/2004, Annual	<b>Certified Max Gross Wt.:</b>	1320 lbs
<b>Time Since Last Inspection:</b>	7 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	269 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-200A
<b>Registered Owner:</b>	David S. Robbins	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	David S. Robbins	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KMDQ, 755 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	1823 CDT	Direction from Accident Site:	240°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	27°C / 17°C
Precipitation and Obscuration:			
Departure Point:	Winchester, TN (KBGF)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1800 CDT	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	35.216667, -86.083333

## Administrative Information

Investigator In Charge (IIC):	Phil Powell	Report Date:	06/28/2006
Additional Participating Persons:	Bruce Bolton; FSDO 03		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 <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> .		

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](#).