



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Ringgold, GA	<b>Accident Number:</b>	ATL06LA099
<b>Date &amp; Time:</b>	07/01/2006, 1131 EDT	<b>Registration:</b>	N8084L
<b>Aircraft:</b>	Cessna 172H	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot stated he and the co-owner arrived at the airport to pick up the airplane. The co-owner observed the left wing was lower than the right wing and fuel was draining out of the fuel vent. The pilot moved the fuel selector valve handle from the both position to the right main fuel tank position. The pilot opened the left main fuel cap and stated the left main fuel tank was full. The co-owner opened the right main fuel cap and estimated about six gallons of fuel was present. The pilot started the airplane, taxied to the engine run up area, completed the engine run, and departed. The pilot turned right crosswind at about 50 feet and the engine lost power. The pilot lowered the nose, attempted to move the fuel selector valve from the right tank position to the left main fuel tank position which was unsuccessful. The engine started, stopped, and the pilot made a forced landing straight ahead into the trees. Examination of the airplane revealed the left and right main fuel tank were not ruptured. No fuel was present in the left main fuel tank and 5 gallons of fuel were removed by recovery personnel from the right main fuel tank. No fuel leakage was present on the ground. The airplane was recovered to a storage facility. The left and right main fuel tanks hold 18 gallons of fuel of which 1.5 gallons of fuel are not useable in non-level flight. The left and right main fuel tanks were filled with water and there was no evidence of leakage. Shop air was applied to the fuel system and no anomalies were noted. Plumbing for an external fuel source was connected into the left and right fuel tank supply line with a flexible hose for two engine runs. The fuel selector valve was placed in the left main fuel selector position for the first engine run and then on the right main fuel selector for the second engine run. The engine was started, the throttle was advanced to 1000 rpm and stabilized for 2 minutes. The throttle was advanced to 1500 rpm and a magneto check was conducted. The throttle was advanced to 2200 rpm and stabilized for 5 minutes, the engine was returned to the idle position, and shut down on both engine runs. No anomalies were noted during either engine run.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper fuel management resulting in a total loss of engine power due to fuel starvation resulting in a forced landing, and collision with trees and the ground.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

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

Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - EMERGENCY

#### Findings

- 3. OBJECT - TREE(S)
- 4. TERRAIN CONDITION - GROUND

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	74
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	2793 hours (Total, all aircraft), 960 hours (Total, this make and model), 2600 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Cessna	<b>Registration:</b>	N8084L
<b>Model/Series:</b>	172H	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	James C. Sherwood Jr.	<b>Engine Manufacturer:</b>	Continental
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-300D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

### Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KCHA, 682 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	Calm
<b>Temperature:</b>	28°C / 19°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Ringgold, GA (GA03)	<b>Destination:</b>	Dayton, TN (ZAO)

### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

Investigator In Charge (IIC): Carrol A Smith

Adopted Date: 10/31/2006

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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