



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Brockport, NY	<b>Accident Number:</b>	NYC08LA199
<b>Date &amp; Time:</b>	06/01/2008, 1203 EDT	<b>Registration:</b>	N3910R
<b>Aircraft:</b>	CESSNA 172H	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

The student pilot performed a preflight inspection on the airplane prior to the instructional flight and observed 6 gallons of fuel in each fuel tank. The flight instructor and student then departed and flew to another airport to practice touch-and-go landings. After flying for approximately 1 hour during the return flight, the engine started to "shake" and then lost power. The flight instructor performed a forced landing to a field, during which the airplane impacted trees. Examination of the airplane revealed approximately 1 gallon of fuel in the right tank and 1 quart of fuel in the left tank. The fuel tanks were not compromised and there was no indication of a fuel leak in the fuel system. No fuel was observed in the fuel line from the fuel tank to the fuel strainer. Prior to the accident flight, the airplane was flown by another pilot for 1.7 hours. The pilot who flew the previous flight departed with 18 gallons of fuel. Fuel consumption calculations performed by a representative of the manufacturer revealed that the accident flight would have consumed 8.4 gallons of fuel. The previous flight (1.7 hours in duration) would have consumed 11.5 gallons. The flight instructor did not verify the fuel quantity prior to departure, did not perform any preflight or en route fuel consumption calculations, and did not refuel the airplane at either airport.

## Flight Events

Prior to flight - Preflight or dispatch event  
Enroute-cruise - Fuel exhaustion  
Enroute-cruise - Loss of engine power (total)  
Emergency descent - Off-field or emergency landing

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A total loss of engine power due to fuel exhaustion as a result of the flight instructor's inadequate preflight planning.

## Findings

Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid level - C  
Personnel issues-Task performance-Planning/preparation-Fuel planning-Instructor/check pilot - C

## Flight Instructor Information

Certificate:	Airline Transport; Commercial	Age:	47
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
Flight Time:	17320 hours (Total, all aircraft)		

## Student Pilot Information

Certificate:	Student	Age:	26
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 14 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N3910R
Model/Series:	172H	Engines:	1 Reciprocating
Operator:	Merritt Aire LLC	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-300 SER
Flight Conducted Under:	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	ROC	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Broken / 3800 ft agl
Condition of Light:		Wind Speed/Gusts, Direction:	13 knots/ 19 knots, 280°
Temperature:	17°C / 8°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Batavia, NY (GVQ)	Destination:	Brockport, NY (7G0)

## Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

## Administrative Information

Investigator In Charge (IIC): Jill M Andrews

Adopted Date: 06/22/2009

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/>.

---

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.