



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Ewell, MD	<b>Accident Number:</b>	ERA12FA002
<b>Date &amp; Time:</b>	10/02/2011, 1513 EDT	<b>Registration:</b>	N3825K
<b>Aircraft:</b>	TEMCO GC-1B	<b>Injuries:</b>	1 Fatal, 1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot made an uneventful 45-minute cross country flight from his home airport to the destination airport. About 10 minutes into the return flight, the airplane was cruising over water at 2,000 feet mean sea level when it experienced a total loss of engine power. The pilot attempted to glide to an island and performed emergency procedures; however, he did not verify the position of the fuel tank selector. The airplane glided about 2 miles before ditching in the water. The airplane was equipped with main and auxiliary fuel tanks that held 26 and 9 gallons of fuel, respectively, and the engine burned about 9 gallons of fuel per hour; the pilot reported that both tanks were full when he departed from his home airport. The pilot further reported that, if he had accidentally left the fuel selector positioned to the auxiliary fuel tank prior to departing his home airport, he would have had just enough fuel to fly the outbound leg, begin the return leg, and lose engine power where he did. When the airplane was recovered, the fuel selector was found positioned to the auxiliary fuel tank. Examination of the wreckage did not reveal any preimpact mechanical malfunctions. In the pilot's operating handbook for the airplane, the procedure for an engine failure during flight stated that, for airplanes equipped with an auxiliary fuel tank, the pilot should ascertain that the fuel selector valve is on a tank containing fuel.

## Flight Events

Enroute-cruise - Fuel starvation  
Emergency descent - Ditching

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper fuel management in that he did not verify the fuel selector position before beginning the flight or after the power loss, which resulted in a total loss of engine power due to fuel starvation and subsequent ditching.

## Findings

Aircraft-Aircraft systems-Fuel system-Fuel selector/shutoff valve-Incorrect use/operation - C  
Personnel issues-Task performance-Planning/preparation-Fuel planning-Pilot - C  
Personnel issues-Task performance-Use of equip/info-Use of equip/system-Pilot - C

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	48
<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>	None
<b>Flight Time:</b>	6800 hours (Total, all aircraft), 120 hours (Total, this make and model), 2400 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	TEMCO	<b>Registration:</b>	N3825K
<b>Model/Series:</b>	GC-1B	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ROSS LANSON C	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-300
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	NHK, 39 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	Broken / 3600 ft agl
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	9 knots, 250°
<b>Temperature:</b>	11° C / 6° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	Light - Rain; No Obscuration		
<b>Departure Point:</b>	Tangier, VA (TGI)	<b>Destination:</b>	Clinton, MD (W32)

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Robert J Gretz	<b>Adopted Date:</b>	09/13/2012
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81959">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81959</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.