



Aviation Investigation Factual Report

Location:	Homosassa, Florida	Accident Number:	GAA19CA070
Date & Time:	November 8, 2018, 10:00 Local	Registration:	N1ZR
Aircraft:	Cessna T337	Aircraft Damage:	Substantial
Defining Event:	Fuel exhaustion	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Pilot Information

Certificate:	Private	Age:	55,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	May 8, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 11, 2018
Flight Time:	(Estimated) 1293 hours (Total, all aircraft), 51 hours (Total, this make and model), 51 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1ZR
Model/Series:	T337 G	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P3370275
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	August 21, 2018 100 hour	Certified Max Gross Wt.:	4700 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	1879.8 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C91A installed, activated, aided in locating accident	Engine Model/Series:	TSIO-520-NB16
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCGC,10 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	10:15 Local	Direction from Accident Site:	32°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	18°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Memphis, TN (MEM)	Type of Flight Plan Filed:	IFR
Destination:	Brooksville, FL (BKV)	Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	28.753334,-82.647224(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Scott Olson; FAA; Tampa, FL
Report Date:	March 28, 2019
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98666

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).