



Aviation Investigation Final Report

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|--------------------------------|------------------------|-------------------------|-------------|
| Location: | NEW MARKET, Maryland | Accident Number: | BF091LA076 |
| Date & Time: | August 26, 1991, | Registration: | N8284G |
| Aircraft: | CESSNA A188B | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 137: Agricultural | | |

Analysis

THE PILOT SAID THAT THE ENGINE LOST POWER DURING CRUISE FLIGHT AS HE WAS RETURNING FROM AN AERIAL APPLICATION. HE STATED THAT HIS FUEL GAGES WERE NOT OPERATIVE, AND DURING THE PREFLIGHT, HE ESTIMATED THAT HE HAD ABOUT 1.5 HOURS OF FUEL ABOARD. HE SAID THE FLIGHT LASTED ABOUT 50 MINUTES. THE AIRCRAFT WAS LANDED IN A FIELD WHERE IT COLLIDED WITH A DITCH AND WAS DAMAGED. THE PILOT STATED THAT THE ACCIDENT COULD HAVE BEEN PREVENTED IF HE HAD BEEN MORE CAREFUL IN CHECKING THE FUEL TANKS AND REFUELING AFTER EACH TRIP. EXAMINATION OF THE AIRCRAFT REVEALED THE FUEL TANKS WERE EMPTY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE PREFLIGHT BY THE PILOT, WHICH RESULTED IN FUEL EXHAUSTION DUE TO AN INADEQUATE SUPPLY OF FUEL. A FACTOR RELATED TO THE ACCIDENT WAS: THE INOPERATIVE FUEL QUANTITY GAGES.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

2. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INOPERATIVE
3. (C) FLUID,FUEL - EXHAUSTION
4. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

| | | | |
|----------------------------------|--|--|---------------|
| Certificate: | Commercial | Age: | 54, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | July 16, 1991 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 1338 hours (Total, all aircraft), 110 hours (Total, this make and model), 1261 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N8284G |
| Model/Series: | A188B A188B | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Restricted (Special) | Serial Number: | 18801285T |
| Landing Gear Type: | Tailwheel | Seats: | 1 |
| Date/Type of Last Inspection: | Annual | Certified Max Gross Wt.: | 3300 lbs |
| Time Since Last Inspection: | 130 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | CONTINENTAL |
| ELT: | Not installed | Engine Model/Series: | IO-520-D |
| Registered Owner: | FIRST STATE AERIAL APPLICATORS | Rated Power: | 300 Horsepower |
| Operator: | LEROY RAWDING | Operating Certificate(s) Held: | |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|-------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | NHK ,40 ft msl | Distance from Accident Site: | 20 Nautical Miles |
| Observation Time: | 22:55 Local | Direction from Accident Site: | 310° |
| Lowest Cloud Condition: | Scattered / 2000 ft AGL | Visibility | 6 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 110° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 25°C / 19°C |
| Precipitation and Obscuration: | N/A - None - Haze | | |
| Departure Point: | CAMBRIDGE , MD (CGE) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 18:25 Local | Type of Airspace: | |

Airport Information

| | | | |
|-----------------------------|-------------|----------------------------------|----------------|
| Airport: | | Runway Surface Type: | |
| Airport Elevation: | 0 ft msl | Runway Surface Condition: | |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | 0 ft / 0 ft | VFR Approach/Landing: | Forced landing |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| 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: | 39.410034,-77.270401(est) |

Administrative Information

Investigator In Charge (IIC): Johnson, Beverly

Additional Participating Persons:

Original Publish Date: March 31, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=11700>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).