



Aviation Investigation Final Report

Location:	ZANESVILLE, Ohio	Accident Number:	CHI90DEK06
Date & Time:	June 17, 1990, 17:10 Local	Registration:	N7296M
Aircraft:	CESSNA 175	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED TAKING OFF WITH AN INDICATED FULL FUEL SUPPLY. HE FLEW FOR 2 1/2 HOURS AND MADE SEVERAL TAKEOFFS AND LANDINGS. DURING THE LAST TAKEOFF AT AN ALTITUDE OF ABOUT 200 FT AGL, THE ENGINE LOST POWER. WHEN A FORCED LANDING WAS MADE, THE AIRPLANE CONTACTED A 4 FT TALL POST AND WAS SUBSTANTIALLY DAMAGED. POST-ACCIDENT INSPECTION REVEALED 6 OUNCES OF FUEL IN THE RIGHT WING FUEL TANK AND 3 1/2 GALLONS IN THE LEFT WING TANK. THE AIRCRAFT OPERATING HANDBOOK STATED THERE WERE 4 GALLONS OF UNUSABLE FUEL IN EACH WING TANK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO PROPERLY PREFLIGHT THE AIRPLANE WHICH RESULTED IN AN INADEQUATE FUEL SUPPLY AND SUBSEQUENT FUEL EXHAUSTION.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (C) FLUID,FUEL - EXHAUSTION
3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. OBJECT - POLE

Factual Information

Pilot Information

Certificate:	Private	Age:	46, 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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 14, 1988
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1070 hours (Total, all aircraft), 700 hours (Total, this make and model), 1009 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7296M
Model/Series:	175 175	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	55596
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 5, 1989 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1682 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	GO-300-A
Registered Owner:	CHARLES W. MCNAUGHT	Rated Power:	175 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	4 miles
Lowest Ceiling:	Broken / 3500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	31°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:20 Local	Type of Airspace:	Airport advisory area

Airport Information

Airport:	RIVERSIDE 310	Runway Surface Type:	
Airport Elevation:	780 ft msl	Runway Surface Condition:	
Runway Used:	22	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing; Touch and go

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:	39.94923,-82.010353(est)

Administrative Information

Investigator In Charge (IIC): Blazso, Richard

Additional Participating Persons:

Original Publish Date: February 12, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=14464>

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](#).