



Aviation Investigation Final Report

Location:	SHERMAN, Texas	Accident Number:	FTW94LA264
Date & Time:	August 8, 1994, 12:15 Local	Registration:	N4826R
Aircraft:	CESSNA A188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

THE PILOT EXPERIENCED A COMPLETE POWER LOSS WHILE AT 1,800 FEET AGL, ABOUT 8 MILES SHORT OF HIS INTENDED REFUELING STOP. HE SUBSEQUENTLY ATTEMPTED TO EXECUTE A FORCED LANDING TO A FIELD. HOWEVER, ONE WING STRUCK A TREE ON SHORT FINAL AND THE AIRPLANE THEN IMPACTED THE GROUND. EXAMINATION OF THE AIRPLANE REVEALED THAT THE FUEL TANKS WERE EMPTY AND NO FUEL WAS FOUND IN THE SYSTEM. ADDITIONALLY, EVIDENCE INDICATED THAT THE FUEL TANK CAPS HAD BEEN LEAKING. THE LEAK RATE WAS NOT DETERMINED, BUT WOULD HAVE BEEN VISIBLE TO THE PILOT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO REFUEL THE AIRPLANE. A FACTOR WAS THE LEAKING FUEL CAPS.

Findings

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

Findings

1. FLUID,FUEL - EXHAUSTION
2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. (F) FUEL SYSTEM,CAP - LEAK

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
4. OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On August 8, 1994, at 1215 central daylight time, a Cessna A188B, N4826R, was substantially damaged during a forced landing near Sherman, Texas. The airplane, owned and operated by Five Star Flying Inc., and flown by an ATP rated pilot, was on a ferry flight. There was no flight plan filed and visual meteorological conditions prevailed. The pilot was not injured.

According to the pilot, he was flying from Carlsbad, New Mexico, to Decatur, Alabama. On this segment of the flight, he had departed Snyder, Texas, at 0921, en route to a planned refueling stop in Sherman. The pilot stated that while flying at 1,800 feet MSL, about 8 miles west of the Sherman Municipal Airport, the engine lost complete power without warning. He executed a forced landing to an open field; however, during the final approach the left wing struck a tree and then impacted the ground. Examination of the wreckage revealed that there was no fuel in the tanks. It also revealed evidence that the fuel tank caps had been leaking and the corresponding stains on the wings were indicative of the use of automotive fuel. The leak rate was not determined. However, a post-accident interview, the pilot stated that he had refueled with 100LL aviation gasoline in Snyder. The pilot and the operator failed to return the Pilot/Operator Report of Aircraft Accident during the investigation.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	47, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 22, 1994
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7500 hours (Total, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4826R
Model/Series:	A188B A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	18802345T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	MELTON, JERRY	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	5 STAR FLYING, INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DAL ,487 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	11:50 Local	Direction from Accident Site:	185°
Lowest Cloud Condition:	Scattered / 3700 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SNYDER , TX (SNK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:21 Local	Type of Airspace:	Class G

Airport Information

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

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:	33.609989,-96.600486(est)

Administrative Information

Investigator In Charge (IIC):	Wandel, Warren
Additional Participating Persons:	GENE BLAND; DALLAS , TX
Original Publish Date:	February 24, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=19135

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](#).