



Aviation Investigation Final Report

Location:	CRYSTAL SPRINGS, Mississippi	Accident Number:	MIA90LA110
Date & Time:	April 25, 1990, 08:50 Local	Registration:	N61714
Aircraft:	CESSNA 180K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

ABOUT 1 HR 5 MINUTES INTO THE FLT, THE PLT OBSERVED THAT THE FUEL SUPPLY WAS RAPIDLY DEPLETING. HE EXECUTED A PRECAUTIONARY LANDING IN A GRAVEL PIT & AFTER TOUCHDOWN ON THE SHALLOW WATER, THE LT PONTOON SEPARATED. EXAM OF THE ACFT REVEALED THAT THE RT WING FUEL CAP WAS NOT SECURED. FUEL STAINS AFT OF THE FUEL TANK WERE NOTED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOTS FAILURE TO ASSURE THAT THE FUEL CAP WAS IN POSITION AND SECURED PRIOR TO DEPARTURE. THIS RESULTED IN FUEL SIPHONING OVERBOARD RESULTING IN THE PRECAUTIONARY LANDING.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FUEL SYSTEM,CAP - NOT SECURED
2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
3. FUEL SYSTEM,TANK - SIPHONING

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. TERRAIN CONDITION - SAND BAR
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	28, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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--no waivers/lim.	Last FAA Medical Exam:	February 2, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	700 hours (Total, all aircraft), 200 hours (Total, this make and model), 700 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N61714
Model/Series:	180K 180K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18052791
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	June 23, 1986 Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	62 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2693 Hrs	Engine Manufacturer:	Teledyne Cont
ELT:	Installed, not activated	Engine Model/Series:	O-470U
Registered Owner:	KIRKMAN, TODD A.	Rated Power:	230 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:	JAN ,346 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	08:57 Local	Direction from Accident Site:	35°
Lowest Cloud Condition:	Scattered / 1200 ft AGL	Visibility	3 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / 19°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	HARVEY , LA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:45 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	31.979557,-90.349143(est)

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: September 15, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=32648>

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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](#).