



Aviation Investigation Final Report

Location:	COVINGTON, Georgia	Accident Number:	ATL95LA035
Date & Time:	January 10, 1995, 17:15 Local	Registration:	N4104Q
Aircraft:	CESSNA 310N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT COLLIDED WITH TERRAIN WHILE EXECUTING A FORCED LANDING INTO COVINGTON, GEORGIA. THE COMMERCIAL PILOT AND HIS PILOT RATED PASSENGER HAD COMPLETED A FLIGHT FROM PEACHTREE CITY, GEORGIA, AND WERE IN THE TRAFFIC PATTERN AT COVINGTON MUNICIPAL AIRPORT FOR A VISUAL APPROACH WHEN THE AIRCRAFT LOST POWER IN BOTH ENGINES, AS THE AIRCRAFT TURNED FROM THE BASE LEG TO FINAL. THE PILOTS HAD FLOWN DURING CRUISE WITH THE FUEL SELECTOR IN THE AUXILIARY FUEL TANKS POSITION, AND HAD SWITCHED TO THE MAIN FUEL TANKS POSITION WHILE TURNING ONTO THE DOWNWIND LEG. LESS THAN 42 OUNCES OF FUEL WAS DRAINED FROM THE LEFT AUXILIARY TANK, AND LESS THAN ONE GALLON WAS DRAINED FROM THE RIGHT AUXILIARY TANK. THE MAIN TIP TANKS WERE FOUND TO HAVE 35 GALLONS EACH.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER FUEL MANAGEMENT WHICH RESULTED IN FUEL STARVATION AND LOSS OF ENGINE POWER.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. ALL ENGINES
 2. (C) FLUID,FUEL - STARVATION
 3. (C) FUEL MANAGEMENT - IMPROPER - PILOT IN COMMAND
-

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Factual Information

On January 10, 1995, about 1715 eastern standard time, a Cessna 310N, N4104Q, collided with the ground during the final landing approach to runway 10 at the Covington Municipal Airport, Covington, Georgia. The airplane was operated by the pilot under 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed. A flight plan was not filed for the personal flight. There were no injuries to the commercial pilot, nor his pilot rated passenger. The airplane was substantially damaged. Origination of the flight was Peachtree City, Georgia, about 1630, on the same day.

The pilot reported that he returned to Peachtree City from a business flight and picked up his passenger. They flew to Griffin, Georgia, without landing, and then flew to Covington for practice landings. The right seat pilot was manipulating the flight controls. The flight from Griffin to Covington was made at 2500 feet, with the auxiliary fuel tanks selected. Upon arrival at the Covington Airport, the airplane crossed over the field, descended to pattern altitude and a turn to the downwind leg was begun. The fuel selectors were moved to the main tank position. An extended downwind was flown, because of an intervening airplane. While turning from the base to the final leg, the left engine quit. Seconds later, the right engine also quit. The left seat pilot took control of the airplane, and landed short of the runway. Upon impact, the left main landing gear was sheared off of the airplane. The aircraft skidded upslope to, and across the runway.

No fuel was found in the left main fuel tank, which is the tip tank, because of ruptures to the underside of the tank. Less than 42 ounces of fuel was drained from the left auxiliary fuel tank, and less than one gallon of fuel was drained from the right auxiliary fuel tank. The main fuel line to each engine was opened and drained. Less than two tablespoons of fuel was obtained from each. The fuel pumps were engaged with the auxiliary tanks selected, and no fuel flowed to the engines. About 35 gallons of fuel remained in the right main fuel tank. Each engine was started and operated with fuel from the right main fuel tank.

Pilot Information

Certificate:	Commercial	Age:	37, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	May 23, 1994
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2211 hours (Total, all aircraft), 142 hours (Total, this make and model), 1410 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4104Q
Model/Series:	310N 310N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310N-0004
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	September 18, 1994 Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	55 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3015 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470-VO
Registered Owner:	PLANE ENJOYMENT	Rated Power:	260 Horsepower
Operator:	GIELOW, HAROLD R.	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:	ATL ,1026 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	16:50 Local	Direction from Accident Site:	300°
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PEACHTREE CITY , GA (FFC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	COVINGTON 9A1	Runway Surface Type:	Asphalt
Airport Elevation:	796 ft msl	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	4200 ft / 75 ft	VFR Approach/Landing:	Forced landing;Traffic pattern

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:	

Administrative Information

Investigator In Charge (IIC): Hicks, Preston

Additional Participating Persons: ROBERT CRAIG;

Original Publish Date: August 23, 1995

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=3512>

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](#).