



Aviation Investigation Final Report

Location:	LEONARDTOWN, Maryland	Accident Number:	NYC84LA136
Date & Time:	April 9, 1984, 11:10 Local	Registration:	N3859C
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT MADE A FORCED LANDING ABOUT 1 MILE SW OF AN ADDED STOPPING POINT. THE PLT NOTED A LOWER THAN PLANNED GS AND THOUGHT HE SHOULD ADD A STOP FOR FUEL. DURING THE FLT HE HAD ENCOUNTERED ICING AND BECAUSE OF CLIMBS AND DESCENTS TO AVOID WX FOR ABOUT AN HOUR AND A HALF, THE CARBURETOR HEAT WAS USED WHICH ENRICHED THE MIXTURE. AFTER THE ACCIDENT THE ACFT WAS FOUND TO CONTAIN ABOUT 3 GALLONS OF FUEL. TWO GALLONS IN THE LEFT TANK AND ONE GALLON IN THE RIGHT TANK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
3. (F) FLUID,FUEL - LOW LEVEL
4. (C) PERFORMANCE DATA - INATTENTIVE - PILOT IN COMMAND
5. (C) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

6. (F) FLUID,FUEL - STARVATION

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

7. (F) TERRAIN CONDITION - OPEN FIELD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	40, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 23, 1984
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1824 hours (Total, all aircraft), 1344 hours (Total, this make and model), 1769 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3859C
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31007
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	March 10, 1984 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1438 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-A
Registered Owner:	ROBERT A. FRITZ	Rated Power:	225 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ATHENS, GA (AHN)	Type of Flight Plan Filed:	IFR
Destination:	WILDWOOD, NJ (WWD)	Type of Clearance:	IFR
Departure Time:	07:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	ST. MARY'S CO. 2W6	Runway Surface Type:	Dirt
Airport Elevation:	142 ft msl	Runway Surface Condition:	Vegetation
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:	38.290374,-76.639137(est)

Administrative Information

Investigator In Charge (IIC): Taylor, Vernon

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35534>

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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](#).