



# Aviation Investigation Final Report

<b>Location:</b>	MADISON, Connecticut	<b>Accident Number:</b>	NYC84LA302
<b>Date &amp; Time:</b>	September 3, 1984, 11:00 Local	<b>Registration:</b>	N11SU
<b>Aircraft:</b>	CESSNA 305A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

PURPOSE OF FLT WAS FAM IN THIS MAKE/MODEL FOR FRONT SEAT PLT BY REAR SEAT CHECK-OUT PLT. PREFLIGHT FUEL QUANTITY WAS CHECKED BY REF TO GAGES ONLY. LEFT TANK READ 1/2 FULL. NEITHER PLT RECALLED RT TANK READING. AFTER TAKEOFF, AT ABOUT 150 FT, COMPLETE PWR LOSS OCCURRED. CHECK PLT UNBUCKLED RESTRAINT SYSTEM, MOVED FWD TO SWITCH FUEL TANK SELECTOR (ORIGINAL POSITION NOT SPECIFIED) AND TURN ON FUEL BOOST PUMP, BOTH ITEMS ACCESSABLE TO FRONT SEAT PLT, WHO INITIATED A TURN BACK TO THE AIRPORT. INSUFFICIENT ALTITUDE REMAINED TO COMPLETE MANEUVER. ACFT WAS FORCE LANDED IN SMALL TREES AND SHRUBS.

## 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  
Phase of Operation: TAKEOFF - INITIAL CLIMB

#### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. FUEL TANK SELECTOR POSITION - ATTEMPTED - CHECK PILOT
3. FUEL BOOST PUMP SELECTOR POSITION - ATTEMPTED - CHECK PILOT
4. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - CHECK PILOT

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

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) TERRAIN CONDITION - HIGH VEGETATION

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	66, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider; Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 31, 1984
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	10365 hours (Total, all aircraft), 1 hours (Total, this make and model), 9936 hours (Pilot In Command, all aircraft), 248 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N11SU
<b>Model/Series:</b>	305A 305A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	227100
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	April 29, 1984 100 hour	<b>Certified Max Gross Wt.:</b>	2100 lbs
<b>Time Since Last Inspection:</b>	85 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3147 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-470-11B
<b>Registered Owner:</b>	ROBERT J. FORRECT	<b>Rated Power:</b>	213 Horsepower
<b>Operator:</b>	SHORELINE AVIATION	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown / 2500 ft AGL	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	Broken / 2500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	60°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	16°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:10 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	

## 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=35759>

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