



Aviation Investigation Final Report

Location:	ROCHESTER, Massachusetts	Accident Number:	NYC95LA002
Date & Time:	October 9, 1994, 11:50 Local	Registration:	N53074
Aircraft:	CESSNA 185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS APPROACHING THE POND FOR A LANDING IN THE FLOAT-EQUIPPED AIRPLANE, WHEN THE ENGINE SUDDENLY QUIT. THE PILOT WAS UNABLE TO GLIDE TO THE POND, AND THE AIRPLANE IMPACTED TREES DURING THE FORCED LANDING. THE FAA INSPECTOR EXAMINED THE AIRPLANE AND FOUND 1 GALLON OF FUEL IN THE LEFT TANK AND NO FUEL IN THE RIGHT TANK. THE ENGINE WAS PLACED IN A TEST STAND AND STARTED. THE FAA INSPECTOR STATED IN HIS REPORT: 'THE ENGINE WAS STARTED AND RAN FOR APPROXIMATELY 15 MINUTES AT VARIOUS POWER SETTINGS...WITH NO APPARENT MALFUNCTIONS.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate calculation of fuel and inadequate inflight decision which resulted in fuel exhaustion and the loss of engine power.

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. (C) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

3. (C) FLUID,FUEL - EXHAUSTION

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - EMERGENCY

Findings

4. (C) OBJECT - TREE(S)

Factual Information

On Saturday, October 9, 1994, at 1150 eastern daylight time, a Cessna 185F, N53074, a float-equipped airplane, registered to and piloted by Walter P. Faria, sustained substantial damage during a forced landing in Rochester, Massachusetts. The pilot and two passengers were not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight was being conducted under 14 CFR Part 91.

The airplane departed Nantucket Bay, Massachusetts, destined for a pond in Rochester. The pilot stated that there were 18 gallons of fuel on the airplane prior to departure. As he was approaching the pond for a VFR landing, the engine quit. He was unable to glide the airplane to the pond, so he attempted to land in a cranberry bog. The airplane struck trees during the forced landing.

In his report, the pilot stated:

[After the accident] I went back to the accident scene and watched as approximately 18 gallons of gasoline was taken from the plane.

An FAA Inspector examined the wreckage and observed that there was no fuel in the right tank and 1 gallon in the left tank.

On October 20, 1994, the engine was installed on a test stand and started under the supervision of the FAA Inspector. In his report, the inspector stated:

The engine was started and ran for approximately 15 minutes at various power settings ranging from 500 RPM's to 2400 RPM's with no apparent malfunctions.

Pilot Information

Certificate:	Private	Age:	47, 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):		Toxicology Performed:	No
Medical Certification:	Class 2 Expired	Last FAA Medical Exam:	January 12, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1000 hours (Total, all aircraft), 300 hours (Total, this make and model), 50 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N53074
Model/Series:	185F 185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502359
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	December 3, 1993 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1897 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-D
Registered Owner:	WALTER P. FARIA	Rated Power:	300 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NANTUCKET , MA (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Leonard, Charles
Additional Participating Persons:	WILLIAM M STEVENS; BEDFORD , MA
Original Publish Date:	August 23, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=38878

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](#).