



Aviation Investigation Final Report

Location:	MOAB, Utah	Accident Number:	SEA92LA217
Date & Time:	September 25, 1992, 15:40 Local	Registration:	N2553N
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT TOOK OFF ON A VFR X-COUNTRY FLT WITH ONE USEABLE FUEL TANK AND CALCULATED HE HAD ENOUGH FUEL TO REACH THE DESTINATION WITH RESERVE FUEL. HE MADE AN APPROACH TO LAND AT THE DESTINATION, DECIDED TO GO-AROUND, AND THE ENGINE LOST POWER DURING THE TURN TO CROSSWIND. THE PILOT INITIATED A FORCED LANDING IN A FIELD. THE ACFT IMPACTED A DITCH DURING LANDING ROLL AND NOSED OVER. EXAMINATION OF THE ACFT AFTER THE ACCIDENT REVEALED THERE WAS NO USABLE FUEL IN THE TANKS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF ENGINE POWER DUE TO FUEL EXHAUSTION RESULTING FROM INACCURATE FUEL CONSUMPTION CALCULATIONS BY THE PILOT. A FACTOR RELATING TO THE ACCIDENT WAS THE TERRAIN CONDITION (DITCH) IN THE LANDING AREA.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	32, Male
Airplane Rating(s):	Single-engine land	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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 16, 1990
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	219 hours (Total, all aircraft), 137 hours (Total, this make and model), 196 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2553N
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	12809
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 6, 1991 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	69 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3052 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C-85-12F
Registered Owner:	HERING, KARL H.	Rated Power:	85 Horsepower
Operator:	HERING, KARL H.	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:	GJT ,4858 ft msl	Distance from Accident Site:	60 Nautical Miles
Observation Time:	15:50 Local	Direction from Accident Site:	55°
Lowest Cloud Condition:	Clear	Visibility	90 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / -9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ESCALANTE , UT (1L7)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:58 Local	Type of Airspace:	Class G

Airport Information

Airport:	CANYONLANDS CNY	Runway Surface Type:	
Airport Elevation:	4553 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing;Go around;Traffic pattern

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:	38.530006,-109.550155(est)

Administrative Information

Investigator In Charge (IIC):	Mangum, Prentiss
Additional Participating Persons:	DICK KLARMAN; SALT LAKE CITY , UT
Original Publish Date:	August 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=42912

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