



Aviation Investigation Final Report

Location:	POST MILLS, Vermont	Accident Number:	NYC00LA219
Date & Time:	August 5, 2000, 18:45 Local	Registration:	N73044
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he departed, flew a cross-country flight, and entered the traffic pattern while operating on the left fuel tank. On base leg, he switched to the right tank. After turning final, he initiated a go-around due to conflicting traffic. The engine sputtered and lost power on the go-around. There was insufficient altitude to reach a suitable landing area, and the airplane settled into the trees in a nose down attitude. The fuel selector was turned off as the airplane began hitting the trees. Examination revealed the left fuel tank was empty, and when the cap on the right fuel tank was loosened, fuel gushed out around the edges of the cap. When the fuel selector was positioned to the right tank, fuel flowed from the right tank to the sump, which was broken, and the odor of fuel was detected in the air. The airplane had operated for 1 hour, 43 minutes on a fuel tank with a listed capacity of 12.5 gallons.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: was the pilot's improper fuel management which resulted in power loss due to fuel starvation.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) FLUID,FUEL - STARVATION

2. (C) FUEL MANAGEMENT - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - EMERGENCY

Findings

3. OBJECT - TREE(S)

Factual Information

On August 5, 2000, about 1845 Eastern Daylight Time, a Cessna 140, N73044, was substantially damaged after it experienced a power loss during a go-around at Post Mills Airport, Post Mills, Vermont. The certificated airline transport pilot received minor injuries. Visual meteorological conditions prevailed. No flight plan had been filed for the personal flight that was conducted under 14 CFR Part 91.

The pilot reported that he was returning home from Rockland, Maine, and entered the traffic pattern at Post Mills for landing. The takeoff and en route phase of the flight had been conducted with the fuel selector on the left tank. While on base leg for Runway 04, the fuel selector was repositioned to the right tank, which was full. On final approach, when the airplane was about 150 to 200 feet above the runway, an ultralight pulled in front of the pilot and he initiated a go-around. The pilot first turned to the right, to parallel the runway on the right side, after which, the engine lost power. The pilot stated that he turned the fuel selector, magneto switch, and master switch, each to off as the airplane began brushing the tops of the trees. The airplane descended through trees and came to rest on the ground in a nose low attitude.

An inspector from the Federal Aviation Administration (FAA) examined the airplane and reported the fuel selector was in the OFF position. There was no evidence of a fuel spill on the ground, and interviews with local fire department personnel, who initially responded to the accident site, revealed the odor of fuel was not detected.

The left fuel tank was empty, and when the cap was loosened on the right tank, fuel gushed out around the edges of the cap. When the fuel selector was positioned to the right tank, fuel flowed from the right tank to the sump, which was broken, and the odor of fuel was detected in the air.

According to the pilot, he had been airborne for 1 hour, 43 minutes.

According to the Cessna 140 owner's manual, the capacity of the wing fuel tanks was 12.5 gallons each.

Pilot Information

Certificate:	Airline transport; Commercial	Age:	64, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 15, 1999
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	23677 hours (Total, all aircraft), 274 hours (Total, this make and model), 4166 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N73044
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10262
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 1, 1999 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	53 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4436 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C-85-12F
Registered Owner:	WILLIAM E. CLEGG	Rated Power:	85 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:	LEB ,598 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	18:53 Local	Direction from Accident Site:	203°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ROCKLAND , ME (RKD)	Type of Flight Plan Filed:	None
Destination:	(2B9)	Type of Clearance:	None
Departure Time:	17:02 Local	Type of Airspace:	Class G

Airport Information

Airport:	POST MILLS 2B9	Runway Surface Type:	Grass/turf
Airport Elevation:	693 ft msl	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	2900 ft / 80 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Hancock, Robert
Additional Participating Persons:	DAN JOCKET; PORTLAND , ME
Original Publish Date:	March 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49904

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](#).