



Aviation Investigation Final Report

Location:	SAVANNAH, Georgia	Accident Number:	ATL87LA066
Date & Time:	January 26, 1987, 12:31 Local	Registration:	N10MM
Aircraft:	CESSNA 337D	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor, 4 None
Flight Conducted Under:	Part 91: General aviation - Aerial observation		

Analysis

THE PILOT WAS FLYING A DONATED AIRCRAFT IN SUPPORT OF A PROGRAM TO DOCUMENT THE ACTIVITIES OF WRIGHT WHALES OFF THE COAST OF THE CAROLINA'S AND GEORGIA. THE PLT HAD BEEN WITH THE OWNER ON A PREVIOUS FLT, WHEN PROBLEMS DEVELOPED WHILE SWITCHING TO/AND/OR FROM THE AUX FUEL TANKS TO THE MAIN FUEL TANKS. THERE WAS NO DOCUMENTED REPAIR OR TROUBLE SHOOTING CONDUCTED BEFORE THE ACCIDENT FLIGHT. ON THIS FLIGHT THE PILOT TOOK OFF WITH FUEL IN THE AUX TANKS AND SWITCHED TO THE AUX TANKS WHILE ABOUT 20 MILES OFF SHORE AND FLEW SEVERAL LEGS OF THE SEARCH PATTERN. THE ENG QUIT. HE STARTED TOWARD THE SHORE AND THEN SWITCHED THE FRONT ENG TO THE MAIN FUEL TANK, IT QUIT ALSO. THE ACFT WAS DITCHED IN THE OCEAN AND SANK ABOUT TWO MINUTES AFTER IMPACT. IT WAS NOT RECOVERED.

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) - MECH FAILURE/MALF
Phase of Operation: CRUISE

Findings

1. (C) FUEL SYSTEM,SELECTOR/VALVE - ERRATIC
2. (C) FLUID,FUEL - STARVATION
3. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. (C) FUEL SYSTEM,SELECTOR/VALVE - IMPROPER
5. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
6. (F) MAINTENANCE,INSPECTION - NOT PERFORMED - COMPANY/OPERATOR MANAGEMENT

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

Findings
7. TERRAIN CONDITION - WATER,ROUGH

Occurrence #3: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	58, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
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 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	September 9, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3979 hours (Total, all aircraft), 18 hours (Total, this make and model), 3464 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N10MM
Model/Series:	337D 337D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3370986
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	August 8, 1986 Annual	Certified Max Gross Wt.:	4400 lbs
Time Since Last Inspection:	30 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	573 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-360
Registered Owner:	PHILLIP D TEDRICK	Rated Power:	210 Horsepower
Operator:	P. D. TEDRICK	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:	SAV ,51 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	11:51 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 1100 ft AGL	Visibility	15 miles
Lowest Ceiling:	Overcast / 1900 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	6°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FERNANDINA BCH , FL (55J)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:31 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Water
Airport Elevation:		Runway Surface Condition:	Water-calm
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor, 3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 4 None	Latitude, Longitude:	32.019954,-81.139739(est)

Administrative Information

Investigator In Charge (IIC):	Fouts, Charles
Additional Participating Persons:	RUBEN S KEETON, JR.; ATLANTA , GA
Original Publish Date:	May 9, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=7374

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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](#).