



Aviation Investigation Final Report

Location:	CHARLOTTE, North Carolina	Accident Number:	ATL89LA140
Date & Time:	May 4, 1989, 12:13 Local	Registration:	CGCMT
Aircraft:	CESSNA A185F	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT/OWNER OF THE ACFT INDICATED THAT HE HAD THE ACFT REFUELED PRIOR TO DEPARTURE FROM SARASOTA. HE QUESTIONED THE LINE PERSON, WHO DID THE REFUELING, BUT DID NOT VISUALLY CHECK THE QUANTITY PRIOR TO DEPARTURE. THE PILOT STATED THAT HE WAS AWARE THAT THE FUEL QUANTITY GAUGES WERE INACCURATE, SO HE ALWAYS FLEW BY ELAPSED TIME. APPROACHING CHARLOTTE, NC FROM THE SOUTH, HE CONTACTED APPROACH CONTROL AND INDICATED THAT HE WOULD LAND AT ROCK HILL, SC. AFTER SOME APPARENT CONSIDERATION, HE CHANGED HIS DESTINATION TO CHARLOTTE, WHICH WAS ONLY ABOUT 14 MI AWAY. HE WAS BEING RADAR VECTORED FOR A LANDING ON RUNWAY 18L AT CHARLOTTE, WHEN THE ENGINE LOST POWER. THE PILOT RADIOED THAT HE HAD RUN OUT OF FUEL AND WAS LOOKING FOR A PLACE TO LAND. THE AIRPLANE TOUCHED DOWN ON A SMALL LAKE, BECAME AIRBORNE AND COLLIDED WITH TREES AT THE EDGE OF THE LAKE. NO EVIDENCE OF FUEL WAS FOUND AT THE SITE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: COMPLETE LOSS OF ENGINE POWER DUE TO FUEL EXHAUSTION. THE FUEL EXHAUSTION WAS DUE TO THE PILOT NOT ASSURING AN ADEQUATE FUEL SUPPLY FOR THE FLIGHT BY VISUAL INSPECTION DURING HIS PREFLIGHT INSPECTION. CONTRIBUTING WAS THE PILOT'S DECISION TO CONTINUE FLIGHT WITH A KNOWN INACCURACY IN THE FUEL QUANTITY INDICATING SYSTEM.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
 3. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 4. (C) FLUID,FUEL - EXHAUSTION
 5. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

6. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	57, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 1, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4000 hours (Total, all aircraft), 500 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	CGCMT
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	185-02467
Landing Gear Type:	Amphibian	Seats:	4
Date/Type of Last Inspection:	October 3, 1988 Continuous airworthiness	Certified Max Gross Wt.:	3320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2585 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-D14
Registered Owner:	J. E. WOODCOCK	Rated Power:	300 Horsepower
Operator:	JAMES E. WOODCOCK	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:	CLT ,749 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	12:31 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SARASOTA , FL (SQR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:03 Local	Type of Airspace:	TRSA

Airport Information

Airport:	DOUGLAS INT'L CLT	Runway Surface Type:	Asphalt
Airport Elevation:	749 ft msl	Runway Surface Condition:	
Runway Used:	18L	IFR Approach:	None
Runway Length/Width:	7845 ft / 150 ft	VFR Approach/Landing:	Forced landing;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	35.229999,-80.909027(est)

Administrative Information

Investigator In Charge (IIC):	Stiner, Walter
Additional Participating Persons:	HAROLD CADMUS; CHARLOTTE , NC
Original Publish Date:	August 26, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=8024

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