



Aviation Investigation Final Report

Location:	QUITMAN, Georgia	Accident Number:	ATL91LA153
Date & Time:	August 4, 1991, 12:00 Local	Registration:	N2877J
Aircraft:	CESSNA T188C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE AG PILOT WAS REPORTEDLY SPRAYING COTTON WHEN THE ENGINE QUIT. UNABLE TO GLIDE TO THE CLOSEST AIRPORT, HE FORCE LANDED THE AIRPLANE IN A NEARBY FIELD, AND THE AIRPLANE COLLIDED WITH TREES ON THE LANDING ROLL. AN INSPECTION OF THE AIRPLANE REVEALED THAT THE AIRCRAFT FUEL SYSTEM WAS COMPLETELY VOID OF FUEL EXCEPT FOR THE WING TANKS. THE FUEL TANK FINGER SCREENS WERE CLEAR. TEARDOWN INSPECTION OF THE ENGINE AND COMPONENTS REVEALED NO EVIDENCE OF MECHANICAL MALFUNCTION OR FAILURE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A TOTAL LOSS OF ENGINE POWER DUE TO FUEL STARVATION. THE REASON FOR THE FUEL STARVATION WAS NOT DETERMINED.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - TREE(S)

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

Factual Information

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
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--no waivers/lim.	Last FAA Medical Exam:	April 23, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4600 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2877J
Model/Series:	T188C T188C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	T18803552T
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	June 3, 1991 Annual	Certified Max Gross Wt.:	4400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	TSIO-520-T
Registered Owner:	REAVES FLYING SERVICE, INC.	Rated Power:	310 Horsepower
Operator:	REAVES FLYING SERVICE, INC.	Operating Certificate(s) Held:	
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:	VAD ,233 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	12:00 Local	Direction from Accident Site:	60°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	5 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	2 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31°C / 24°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:		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:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

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:	30.779863,-83.559135(est)

Administrative Information

Investigator In Charge (IIC):	Hicks jr., Ralph
Additional Participating Persons:	HURLEY PERRY; COLLEGE PARK , GA
Original Publish Date:	February 8, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8452

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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](#).