



Aviation Investigation Final Report

Location:	EAST POINT, Georgia	Accident Number:	ATL93FA008
Date & Time:	October 12, 1992, 13:32 Local	Registration:	N111JC
Aircraft:	CESSNA 310K	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General aviation - Executive/Corporate		

Analysis

THE FLIGHT WAS ISSUED AN INSTRUMENT FLIGHT CLEARANCE WITH A CRUISE ALTITUDE OF 8000 FEET. THE FLIGHT WAS UNEVENTFUL UNTIL THE PILOT STARTED HIS LETDOWN AND APPROACH TO THE DESTINATION AIRPORT. AS THE FLIGHT DESCENDED FROM THE ASSIGNED CRUISE ALTITUDE, THE PILOT REPORTED TO AIR TRAFFIC CONTROL THAT ONE ENGINE HAD QUIT. A MINUTE LATER THE PILOT REPORTED THAT THE SECOND ENGINE HAD ALSO QUIT. THE ATC CONTROLLER CONTINUED TO PROVIDE RADAR SERVICE UNTIL ALL CONTACT WAS LOST. THE AIRPLANE WAS NEXT OBSERVED BY A WITNESS WHO REPORTED SEEING FUEL COMING FROM THE AIRPLANE. THE AIRPLANE COLLIDED WITH THE ROADWAY AND SKIDDED ABOUT 500 FEET, COLLIDED WITH A UTILITY POLE AND BURNED. THE FIRE DESTROYED THE CENTER SECTION OF THE AIRFRAME, BUT THE WRECKAGE EXAMINATION DISCLOSED THAT THE FUEL SELECTORS WERE IN THE AUXILIARY POSITIONS. ACCORDING TO THE OWNER'S MANUAL, THE FUEL SELECTORS SHOULD BE PLACED IN THE MAIN POSITION FOR LANDINGS AND TAKEOFFS. THE MANUAL ALSO STATES THAT FUEL WILL VENT FROM THE MAIN FUEL TANKS WHEN THERE IS INSUFFICIENT SPACE IN THE MAIN FUEL TANK FOR RETURNED FUEL AND VAPORS. THE WRECKAGE EXAMINATION FAILED TO DISCLOSE ANY MECHANICAL MALFUNCTIONS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S MISMANAGEMENT OF THE FUEL SUPPLY WHICH RESULTED IN FUEL STRAVATION OF BOTH ENGINES.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: APPROACH

Findings

1. ALL ENGINES
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. (C) FLUID,FUEL - STARVATION

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

Findings

4. TERRAIN CONDITION - ROADWAY/HIGHWAY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	24, 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):	Airplane single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 21, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1700 hours (Total, all aircraft), 75 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N111JC
Model/Series:	310K 310K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	310 2208
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	October 1, 1992 Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	1 Hrs	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	I0-470-VO
Registered Owner:	GAS SYSTEMS AND SERVICES INC.,	Rated Power:	260 Horsepower
Operator:	GAS SYSTEMS AND SERVICES INC.,	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:	ATL ,1026 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	13:39 Local	Direction from Accident Site:	175°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ORANGEBURG , SC (OGB)	Type of Flight Plan Filed:	IFR
Destination:	ATLANTA , GA (FTY)	Type of Clearance:	IFR
Departure Time:	12:15 Local	Type of Airspace:	Airport advisory area;Class E;TRSA

Airport Information

Airport:	WILLIAM B. HARTSFIED ATL	Runway Surface Type:	Concrete
Airport Elevation:	1026 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	11889 ft / 150 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal, 1 Serious	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal, 1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	HURLEY PERRY; COLLEGE PARK , GA
Original Publish Date:	August 13, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8672

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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](#).