



Aviation Investigation Final Report

Location:	NASHVILLE, Tennessee	Accident Number:	ATL93FA060
Date & Time:	February 9, 1993, 18:53 Local	Registration:	N861CP
Aircraft:	CESSNA 337D	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE COMMERCIAL PILOT CANCELLED HIS IFR FLIGHT PLAN AND PROCEEDED VISUALLY TO LAND ON RUNWAY 19. NIGHT, VMC PREVAILED. THE AIRCRAFT CRASHED INTO A HILL WHICH WAS LOCATED ABOUT 110 FEET SHORT OF THE RUNWAY THRESHOLD. AN INSPECTION OF THE WRECKAGE REVEALED THAT BOTH FRONT AND REAR ENGINE PROPELLERS WERE FEATHERED. THERE WERE ABOUT 4 GALLONS OF FUEL RECOVERED FROM THE ENTIRE FUEL SYSTEM; INCLUDING 3 GALLONS FROM THE LEFT, AUXILIARY TANK. THERE WERE 2 AND 20 OUNCES OF FUEL IN THE LEFT AND RIGHT MAIN TANKS, RESPECTIVELY. THERE WAS NO EVIDENCE OF PRE OR POST CRASH FUEL LEAKAGE. THE PILOT DID NOT REMEMBER THE ACCIDENT DUE TO HEAD INJURIES, BUT HE REPORTED THAT HE DEPARTED ORLANDO, FL WITH 5 HOURS FUEL ON BOARD (96 GALLONS). THE ACCIDENT OCCURRED ABOUT 3 HOURS AND 40 MINUTES INTO THE FLIGHT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ENSURE AN ADEQUATE FUEL SUPPLY FOR THE FLIGHT, WHICH RESULTED IN FUEL EXHAUSTION.

Findings

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

Findings

1. ALL ENGINES
 2. (C) FLUID,FUEL - EXHAUSTION
 3. (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 TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	44, 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 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	September 23, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2500 hours (Total, all aircraft), 2000 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N861CP
Model/Series:	337D 337D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	337-1060
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	July 6, 1992 Annual	Certified Max Gross Wt.:	4400 lbs
Time Since Last Inspection:	125 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3252 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360
Registered Owner:	PLATEAU AVIATION, INC.	Rated Power:	210 Horsepower
Operator:	PLATEAU AVIATION, 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:	Night/dark
Observation Facility, Elevation:	BNA ,599 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	18:50 Local	Direction from Accident Site:	110°
Lowest Cloud Condition:	Clear	Visibility	8 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	14°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ORLANDO , FL (ORL)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	VFR
Departure Time:	16:13 Local	Type of Airspace:	Class G

Airport Information

Airport:	JOHN C. TUNE JWN	Runway Surface Type:	Asphalt
Airport Elevation:	493 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	5500 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	36.190406,-86.95082(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	LYNN W LAFEVER; NASHVILLE , TN
Original Publish Date:	November 3, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=8685

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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](#).