



National Transportation Safety Board Aviation Accident Final Report

Location:	GAINSVILLE, FL	Accident Number:	MIA84LA059
Date & Time:	01/12/1984, 1830 EST	Registration:	N4500Q
Aircraft:	CESSNA 411A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT CRASHED WHILE ON A ILS APPROACH TO THE GAINSVILLE, AIRPORT. INVESTIGATION REVEALED THAT THE PLT HAD ADVISED APPROACH CONTROL THAT HE WAS 'LOW ON FUEL.' AFTER TWO MISSED APPROACHES THE PLT RADIOED THAT HE WAS 'OUT OF FUEL.' THE PLT DID NOT HAVE CHARTS OR APPROACH PLATES ABOARD THE ACFT, HOWEVER ATC WAS NOT AWARE OF THIS FACTOR. ATTEMPTS TO ACQUIRE ADDITIONAL INFORMATION FROM THE PLT HAVE BEEN UNSUCCESSFUL.

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) - NONMECHANICAL
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. (C) FUEL SYSTEM - INADEQUATE - PILOT IN COMMAND
4. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial; Foreign	Age:	, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/10/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4500Q
Model/Series:	411A 411A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	411-0300
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	TSIO-520E
Registered Owner:	VSM CORPORATION	Rated Power:	300 hp
Operator:		Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	GNV, 152 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1837 EST	Direction from Accident Site:	285°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	6° C / 5° C
Precipitation and Obscuration:			
Departure Point:	CONROE, TX (CXD)	Type of Flight Plan Filed:	IFR
Destination:	GAINESVILLE, FL (GNV)	Type of Clearance:	IFR
Departure Time:	0004	Type of Airspace:	Class E

Airport Information

Airport:	GAINESVILLE (GNV)	Runway Surface Type:	Asphalt
Airport Elevation:	152 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	ILS
Runway Length/Width:	6500 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	EDWARD C BARO	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).