



National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|----------------------|-------------------------|------------|
| Location: | COLUMBUS, OH | Accident Number: | NYC92FA029 |
| Date & Time: | 11/12/1991, 2030 EST | Registration: | N7672Q |
| Aircraft: | CESSNA 340 | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 5 Fatal |

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

ON FINAL APPROACH THE PILOT REPORTED AN ENGINE FAILURE. HE SAID HE WAS PUTTING THE LANDING GEAR DOWN. THE AIRPLANE CRASHED 3 MILES FROM THE AIRPORT. EXAMINATION OF THE ENGINES REVEALED NO DISCREPANCIES. THE PILOT DID NOT FEATHER THE PROPELLER AFTER THE ENGINE FAILURE. HE HAD NO TRAINING IN THIS AIRPLANE OR ANY OTHER MULTI-ENGINE AIRPLANE IN OVER 5 YEARS. HIS LAST BFR WAS IN A CESSNA 172. IT WAS REPORTED THAT THE PILOT DID NOT MANAGE THE AIRPLANE FUEL SYSTEM IN THE RECOMMENDED MANNER. A WITNESS SAID THE PILOT USED FUEL FROM THE MAIN TANKS UNTIL THEY WERE NEARLY EMPTY. HE IGNORED FORECASTS OF LIGHT ICING CONDITIONS AND DURING HIS FLIGHT HE REPORTED ICE ACCUMULATION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER EXECUTION OF AN EMERGENCY PROCEDURE, AFTER AN ENGINE FAILURE, WHICH RESULTED IN THE LOSS OF AIRPLANE CONTROL. FACTORS RELATED TO THE ACCIDENT WERE: THE PILOT'S IMPROPER MANAGEMENT OF THE FUEL SYSTEM; THE PILOT'S LACK OF PROFICIENCY IN EMERGENCY PROCEDURE; AND THE FLIGHT INTO KNOWN ICING CONDITIONS.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
2. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. WEATHER CONDITION - ICING CONDITIONS
4. JUDGMENT - POOR - PILOT IN COMMAND
5. (F) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
6. 1 ENGINE - STARVATION

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

7. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
8. (C) REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
9. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
10. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

11. OBJECT - TREE(S)

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|-------------------------------|------------|
| Certificate: | Commercial | Age: | 49, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | Yes |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 08/08/1990 |
| Occupational Pilot: | Last Flight Review or Equivalent: | | |
| Flight Time: | 2617 hours (Total, all aircraft), 969 hours (Total, this make and model), 2522 hours (Pilot In Command, all aircraft), 15 hours (Last 30 days, all aircraft), 8.7 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N7672Q |
| Model/Series: | 340 340 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 340-0184 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | 11/04/1991, Annual | Certified Max Gross Wt.: | 5975 lbs |
| Time Since Last Inspection: | 11 Hours | Engines: | 2 Reciprocating |
| Airframe Total Time: | 2653 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | TS10-520K |
| Registered Owner: | CHENOWETH CONSTRUCTION, INC. | Rated Power: | 310 hp |
| Operator: | ROBERT R. CHENOWETH | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|------------------------|---|------------------|
| Conditions at Accident Site: | Instrument Conditions | Condition of Light: | Night/Dark |
| Observation Facility, Elevation: | CMH, 815 ft msl | Distance from Accident Site: | 2 Nautical Miles |
| Observation Time: | 2030 EST | Direction from Accident Site: | 280° |
| Lowest Cloud Condition: | Scattered / 800 ft agl | Visibility | 0 Miles |
| Lowest Ceiling: | Broken / 1100 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 8 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 290° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 3° C / 0° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | CHARLESTON, SC (CHS) | Type of Flight Plan Filed: | VFR/IFR |
| Destination: | COLUMBUS, OH (CMH) | Type of Clearance: | IFR |
| Departure Time: | 1702 EST | Type of Airspace: | Class D; Class E |

Wreckage and Impact Information

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|---------------------|---------|----------------------|-----------|
| Crew Injuries: | 1 Fatal | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 4 Fatal | Aircraft Fire: | On-Ground |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 5 Fatal | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | Charles F Leonard | Report Date: | 04/27/1993 |
| Additional Participating Persons: | JAMES B MCNULTY; COLUMBUS, OH | | |
| 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/ . | | |

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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](#).