



Aviation Investigation Final Report

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| Location: | Kahlotus, Washington | Accident Number: | WPR23LA042 |
| Date & Time: | November 15, 2022, 13:53 Local | Registration: | N24227 |
| Aircraft: | Cessna 180 | Aircraft Damage: | Substantial |
| Defining Event: | Fuel starvation | Injuries: | 1 Serious |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot reported that, his mechanic had just completed an annual inspection on the airplane, and he was flying it home. While en route at 1,000 ft above ground level, the engine experienced a total loss of power. During the forced landing to a road, the airplane stalled about 40 ft above ground level and impacted the ground hard, which resulted in substantial damage to the upper fuselage.

After the accident, the pilot learned that the mechanic had moved the fuel selector from the BOTH position to the LEFT position. The pilot further reported that he did not check the fuel selector position before takeoff.

A postaccident examination of the airplane by a Federal Aviation Administration inspector revealed that the fuel selector was in the LEFT tank position. The left fuel tank was nearly empty of fuel, and the right fuel tank was full.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation and attributed the power loss to fuel starvation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to check the fuel selector position before takeoff and his improper fuel management, which resulted in fuel starvation and a total loss of engine power. Also causal was the pilot's loss of airplane control which resulted in an aerodynamic stall.

Findings

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| Personnel issues | Forgotten action/omission - Pilot |
| Aircraft | Fuel - Fluid management |
| Personnel issues | Use of equip/system - Pilot |
| Personnel issues | Aircraft control - Pilot |
| Aircraft | Angle of attack - Not attained/maintained |

Factual Information

History of Flight

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|-----------------------|----------------------------------|
| Enroute-cruise | Fuel starvation (Defining event) |
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Pilot Information

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| Certificate: | Private | Age: | 70, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Lap only |
| Instrument Rating(s): | None | Second Pilot Present: | |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | Class 3 Without waivers/limitations | Last FAA Medical Exam: | March 8, 2022 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | March 22, 2022 |
| Flight Time: | 541 hours (Total, all aircraft), 378 hours (Total, this make and model), 541 hours (Pilot In Command, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-----------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Cessna | Registration: | N24227 |
| Model/Series: | 180 | Aircraft Category: | Airplane |
| Year of Manufacture: | 1955 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 31504 |
| Landing Gear Type: | Tailwheel | Seats: | 4 |
| Date/Type of Last Inspection: | November 14, 2022 Annual | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 377 Hrs at time of accident | Engine Manufacturer: | CONT MOTOR |
| ELT: | | Engine Model/Series: | O-470 SERIES |
| Registered Owner: | DASHIELL ROSS R | Rated Power: | 230 Horsepower |
| Operator: | DASHIELL ROSS R | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|---------------|---|------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | | Visibility | |
| Lowest Ceiling: | | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | | | |
| Departure Point: | S61, ID (S61) | Type of Flight Plan Filed: | None |
| Destination: | Etopia, WA | Type of Clearance: | None |
| Departure Time: | | Type of Airspace: | |

Airport Information

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|-----------------------------|-------------|----------------------------------|----------------|
| Airport: | Hackney S61 | Runway Surface Type: | |
| Airport Elevation: | | Runway Surface Condition: | |
| Runway Used: | | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | Forced landing |

Wreckage and Impact Information

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|----------------------------|-----------|-----------------------------|--------------------------|
| Crew Injuries: | 1 Serious | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | | Aircraft Explosion: | None |
| Total Injuries: | 1 Serious | Latitude, Longitude: | 46.72236,-118.58783(est) |

Administrative Information

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| Investigator In Charge (IIC): | Basti, Paymaun |
| Additional Participating Persons: | Kevin Marsac; FAA; Spokane, WA |
| Original Publish Date: | February 23, 2023 |
| Last Revision Date: | |
| Investigation Class: | Class 4 |
| Note: | The NTSB did not travel to the scene of this accident. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=106349 |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).