



Aviation Investigation Final Report

Location:	AUSTIN, Texas	Accident Number:	FTW94LA112
Date & Time:	March 30, 1994, 15:54 Local	Registration:	N4646B
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

FOLLOWING THE LOSS OF ENGINE POWER THE PILOT SWITCHED FUEL SELECTORS FROM THE BOTH POSITION TO THE LEFT TANK AND ATTEMPTED AN ENGINE RESTART. DURING THE FORCED LANDING THE AIRCRAFT STRUCK A POWER LINE AND DESCENDED OUT OF CONTROL TO GROUND IMPACTED .25 MILES SHORT OF THE THRESHOLD. AN EXAMINATION OF THE AIRCRAFT REVEALED THAT THE RIGHT TANK CONTAINED 2.5 GALLONS OF FUEL AND THE LEFT TANK 6.5 GALLONS OF FUEL. TWO AND ONE HALF GALLONS IN EACH TANK IS UNUSABLE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF ENGINE POWER FOR UNDETERMINED REASONS. FACTORS WERE THE WIRE STRIKE AND LACK OF SUITABLE TERRAIN.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: APPROACH

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - EMERGENCY

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE

3. (F) OBJECT - WIRE, TRANSMISSION

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On March 30, 1994, at 1554 central standard time, a Cessna 180, N4646B, was substantially damaged during a forced landing near Austin, Texas. The commercial pilot and passenger were not injured. Visual meteorological conditions prevailed for the personal flight.

In an interview with a Federal Aviation Administration inspector, the pilot stated that on final approach the aircraft lost engine power. He further stated that he could not reach the runway and impacted the ground approximately a quarter of a mile short of the runway. At the time of the loss of engine power the fuel selector was in the both position and was switched to the left tank. During the interview the pilot further stated that he attempted to restart the engine but was unable to do so.

An inspection of the accident scene revealed that the airplane struck a power line. The pilot reported following the wire strike the aircraft turned left and impacted the ground.

An inspection of the airplane revealed that the left wing contained 6.5 gallons of fuel and the right contained 2.5 gallons of fuel. The inspection also revealed that the engine exhibited no damage and there was no evidence of a fuel leak. A check of the manufacturer's specifications revealed that each wing had 2.5 gallons of unusable fuel. During the inspection it was determined that the wings and structural portions of the aircraft had sustained damage.

Followup testing included an engine run. The engine started without problems. The engine was cycled through the RPM ranges and it continued to run without any malfunctions.

The aircraft was released to the owner.

Pilot Information

Certificate:	Commercial	Age:	48, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	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:	June 25, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1200 hours (Total, all aircraft), 420 hours (Total, this make and model), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4646B
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	31544
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	470J
Registered Owner:	MANN, RICHARD	Rated Power:	225 Horsepower
Operator:		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:	AUS ,634 ft msl	Distance from Accident Site:	
Observation Time:	15:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	25000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TUCUMCARI , NM (TCC)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	11:25 Local	Type of Airspace:	Class G

Airport Information

Airport:	ROBERT MUELLER AUS	Runway Surface Type:	Asphalt
Airport Elevation:	634 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	5006 ft / 150 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Ellis, Matthew
Additional Participating Persons:	WILLIAM R FRY; SAN ANTONIO , TX
Original Publish Date:	November 14, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=19022

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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](#).