



Aviation Investigation Final Report

Location:	CLEVELAND, Texas	Accident Number:	FTW94LA222
Date & Time:	July 5, 1994, 09:00 Local	Registration:	N4945U
Aircraft:	CESSNA 206E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER APPROXIMATELY ONE HOUR EN ROUTE, THE FLIGHT DESCENDED FROM 4,500 FEET MSL TO 1,500 FEET MSL. AS CRUISE FLIGHT WAS ESTABLISHED, A TOTAL LOSS OF ENGINE POWER OCCURRED. THE PILOT SWITCHED FUEL TANKS AND ACTIVATED THE FUEL BOOST PUMP. HE MADE A DECISION THAT HE WAS COMMITTED TO LANDING AND SELECTED A FIELD. DURING THE LANDING SEQUENCE THE AIRPLANE STRUCK A FENCE, FENCE POST, AND TREES. THE LEFT WING SEPARATED FROM THE AIRFRAME. THE AIRPLANE CAME TO REST INVERTED ON A MEASURED 140 DEGREE MAGNETIC HEADING. THE LEFT FUEL TANK INTEGRITY WAS COMPROMISED. FUEL WAS FOUND IN THE RIGHT WING TANK AND THE GASCOLATOR. NO CAUSE FOR THE POWER LOSS WAS DETERMINED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF ENGINE POWER WITH THE CAUSE UNDETERMINED. A FACTOR WAS THE LACK OF SUITABLE TERRAIN FOR THE FORCED LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE - NORMAL

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: LANDING - FLARE/TOUCHDOWN

Findings

- 2. (F) TERRAIN CONDITION - NONE SUITABLE
- 3. OBJECT - FENCE POST
- 4. OBJECT - FENCE

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

- 5. OBJECT - TREE(S)

Factual Information

On July 5, 1994, at 0900 central daylight time, a Cessna 206E, N4945U, was substantially damaged during a forced landing near Cleveland, Texas. The commercial pilot was not injured. Visual meteorological conditions prevailed for the personal cross country flight.

The pilot reported that he departed Ruston Municipal Airport, Ruston, Louisiana at 0800. He further reported that following approximately one hour en route, the flight descended from 4,500 feet MSL to 1,500 feet MSL for landing at David Wayne Hooks Airport, Spring, Texas. Just as cruise was established, a total loss of engine power occurred. The pilot switched fuel tanks and activated the fuel boost pump. He made a decision that he was committed to landing and selected a field. The field was bordered by a fence, fence posts, and trees. Prior to touchdown the pilot turned off the fuel selector and the electrical system.

During the landing flare/touchdown the airplane struck a fence and a fence post. During the landing roll the airplane hit another fence and several trees. Upon hitting the trees the left wing separated from the airframe. The airplane came to rest inverted on a measured magnetic heading of 140 degrees.

Federal Aviation Administration (FAA) inspectors examined the airplane at the accident site. The left wing fuel tank integrity was compromised. Physical evidence of fuel was present. Fuel was found in the right wing and the gascolator.

Pilot Information

Certificate:	Commercial	Age:	27, 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):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 21, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	600 hours (Total, all aircraft), 15 hours (Total, this make and model), 485 hours (Pilot In Command, all aircraft), 135 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4945U
Model/Series:	206E 206E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	210-3645
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-A
Registered Owner:	PHILLIPPI, THOMAS E.	Rated Power:	285 Horsepower
Operator:	HORIZON AVIATION	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:	IAH ,98 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	09:50 Local	Direction from Accident Site:	205°
Lowest Cloud Condition:	Scattered / 2300 ft AGL	Visibility	12 miles
Lowest Ceiling:	Broken / 14000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31°C / 25°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	RUSTON , LA (RSN)	Type of Flight Plan Filed:	None
Destination:	HOUSTON , TX (DWH)	Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.340265,-95.070159(est)

Administrative Information

Investigator In Charge (IIC):	Wigington, Douglas
Additional Participating Persons:	FRED H MAUPIN; HOUSTON , TX
Original Publish Date:	January 26, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=19105

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](#).