



Aviation Investigation Final Report

Location:	EAGAR, Arizona	Accident Number:	LAX96LA059
Date & Time:	November 29, 1995, 13:20 Local	Registration:	N6236X
Aircraft:	CESSNA TU206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While descending to his destination, a loss of engine power occurred and the pilot made a forced landing on a dirt road. The road turned sharply, and during the landing roll the aircraft continued ahead off the road. The pilot reported that there were no mechanical malfunctions or failures, and that he had departed with sufficient fuel for the flight plus reserves. However, the pilot was en route to have maintenance performed on the fuel system, and had departed with minimum fuel onboard so as to arrive at the destination with very little fuel in the tanks. The aircraft's fuel supply was exhausted.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to assure an adequate amount of fuel was on board for the flight.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: DESCENT

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Factual Information

On November 29, 1995, at 1320 hours mountain standard time, a Cessna TU206G, N6236X, veered off a dirt road during an off-airport forced landing 15 miles southeast of Eagar, Arizona. The aircraft was substantially damaged; however, the private pilot was uninjured. The aircraft had departed from Sierra Vista, Arizona, at 1210 hours for a personal flight to Springerville, Arizona. Visual meteorological conditions prevailed and no flight plan was filed.

In his report to the NTSB, the pilot stated that there were no mechanical malfunctions or failures with the aircraft, and that he had departed with fuel "sufficient for the flight plus reserves". The engine lost power during descent for landing and the pilot executed the forced landing on the dirt road. During the landing roll, however, the road turned sharply and the aircraft continued ahead off the road.

The pilot admitted to an insurance adjuster that he had exhausted the aircraft's fuel supply. The pilot wanted to arrive at the destination with low fuel in one tank to facilitate maintenance. When the engine quit during landing descent, the pilot switched to the low fuel tank and the engine re-started, however, it stopped again a short time later.

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 7, 1993
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	362 hours (Total, all aircraft), 266 hours (Total, this make and model), 47 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6236X
Model/Series:	TU206G TU206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	U20605843
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 20, 1995 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	81 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4978 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520M
Registered Owner:	KENAN, LTD.	Rated Power:	310 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:	SOW ,6412 ft msl	Distance from Accident Site:	37 Nautical Miles
Observation Time:	14:50 Local	Direction from Accident Site:	92°
Lowest Cloud Condition:	Clear	Visibility	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	14°C / -5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SIERRA VISTA , AZ (FHU)	Type of Flight Plan Filed:	None
Destination:	SPRINGERVILLE , AZ (Q35)	Type of Clearance:	None
Departure Time:	12:10 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:	34.08953,-109.320266(est)

Administrative Information

Investigator In Charge (IIC):	Parker, Richard
Additional Participating Persons:	ALAN HAEGGQUIST; SCOTTSDALE , AZ
Original Publish Date:	April 29, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=29345

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](#).