



Aviation Investigation Final Report

Location:	NYSSA, Oregon	Accident Number:	SEA95LA081
Date & Time:	April 14, 1995, 18:50 Local	Registration:	N180WH
Aircraft:	CESSNA 180D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT HE HAD REFUELED THE AIRCRAFT FOR A TOTAL OF 60 GALS BEFORE DEPARTURE. WITHIN 20 MI OF HIS DESTINATION THE ENGINE QUIT. A FORCED LANDING WAS MADE ON A HIGHWAY, AND THE RIGHT WING STRUCK A POLE. ONLY RESIDUAL FUEL REMAINED IN THE TANKS. THE AIRCRAFT SHOULD HAVE CONSUMED APPROXIMATELY 52 GALS OF FUEL FOR THE FLIGHT. TOTAL FUEL CAPACITY FOR THE AIRCRAFT IS 65 GALS, OF WHICH 55 ARE USABLE IN ALL FLIGHT CONDITIONS, AND 62 ARE USABLE FOR LEVEL FLIGHT ONLY. THE PILOT ALSO STATED THAT HE MADE SOME DIVERSIONS DURING THE FLIGHT FOR WEATHER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL EXHAUSTION DUE TO THE PILOT'S FAILURE TO REFUEL EN ROUTE.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: DESCENT - NORMAL

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING

Findings

3. OBJECT - UTILITY POLE

Factual Information

On April 14, 1995, approximately 1850 mountain daylight time, N180WH, a Cessna 180D, sustained substantial damage when it impacted a power pole during a forced landing near Nyssa, Oregon, after fuel exhaustion. The private pilot and his wife, the two occupants, were uninjured. A visual flight rules flight plan had been filed for the pleasure flight, which had departed Sonoma County airport, Santa Rosa, California, approximately 1350 Pacific daylight time. Visual meteorological conditions prevailed. There was no fire and the ELT activated, but did not aid in locating the accident site.

The pilot stated that he had refueled prior to departure, for a total capacity of 60 gallons. He stated that he started descent for Ontario, Oregon about 20 miles out, at 8500 feet. At about 5500 feet, the engine started to quit, and he attempted to keep it running by switching fuel tanks, but was unsuccessful. He performed a forced landing on highway 2201, near Nyssa, Oregon. The aircraft impacted a pole with the right wing, causing substantial damage. An FAA inspector who went to the accident site stated that only residual fuel remained in the fuel tanks.

The pilot stated that adequate fuel should have remained in the aircraft for the flight, according to his experience operating the aircraft. The owner's manual states that total fuel capacity is 65 gallons, with 55 gallons usable in all flight conditions, and 62 gallons usable for level flight only.

Pilot Information

Certificate:	Commercial	Age:	67, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 1, 1993
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	541 hours (Total, all aircraft), 120 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N180WH
Model/Series:	180D 180D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18050972
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 2, 1994 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	33 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4815 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-L
Registered Owner:	PAPPE, PHILLIP R.	Rated Power:	230 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SANTA ROSA , CA (STS)	Type of Flight Plan Filed:	VFR
Destination:	ONTARIO , OR (ONO)	Type of Clearance:	VFR
Departure Time:	13:50 Local	Type of Airspace:	

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:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.730686,-117.149116(est)

Administrative Information

Investigator In Charge (IIC): Stockhill, Michael
Additional Participating Persons: BOB NIELD; BOISE , ID

Original Publish Date: October 26, 1995

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=42136>

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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](#).