



Aviation Investigation Final Report

Location:	North Las Vegas, Nevada	Accident Number:	LAX05CA031
Date & Time:	November 10, 2004, 16:00 Local	Registration:	N6663P
Aircraft:	Cessna P210N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation		

Analysis

The pilot made a forced landing and touched down hard in an open, uneven dirt field about 6 miles from the destination airport. About 20 miles from the airport, the airplane's engine had sputtered, and the pilot repositioned the fuel selector to the opposite wing fuel tank. Thereafter, the engine operated smoothly until he contacted the tower for his approach. On approach, the airplane experienced a total loss of engine power. Responding rescue personnel reported that they observed no evidence of fuel in the airplane, and no evidence of fuel was in the ground surrounding the airplane. The pilot reported that he had not experienced any mechanical malfunction or failure during the accident flight. He also indicated that the accident could have been prevented had he topped off the main fuel tanks prior to initiating the flight.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate in-flight planning/decision which resulted in fuel exhaustion. Also causal

was the pilot's inadequate preflight planning/preparation which failed to assure an adequate fuel supply.

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
 2. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 3. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 4. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: HARD LANDING
Phase of Operation: EMERGENCY LANDING

Findings

5. TERRAIN CONDITION - OPEN FIELD
6. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On November 10, 2004, about 1600 Pacific standard time, a Cessna P210N, N6663P, experienced a total loss of engine power on approach to the North Las Vegas, Nevada, airport. With the landing gear intentionally retracted, the pilot made a forced landing in an open field, about 6 nautical miles northwest of the airport. The airplane was substantially damaged, and the commercial certificated pilot sustained minor injuries. The pilot was the sole occupant in the airplane, which he owned and operated. The business flight was performed under the provisions of 14 CFR Part 91. Visual meteorological conditions prevailed, and no flight plan had been filed. The flight originated from Hurricane, Utah, about 1 hour before the accident.

The pilot reported that about 20 miles from the North Las Vegas Airport, the engine sputtered, and he repositioned the fuel selector to the opposite wing fuel tank. Thereafter, the engine operated smoothly until he contacted the tower for his approach. About that time all engine power was lost. The pilot advised the tower that he was making a forced landing in a nearby field. Except for the initial contact with the ground, the touchdown was fairly smooth in the uneven dirt field. The airplane skidded between 50 and 75 feet before coming to a stop. There was no fire.

Responding rescue personnel reported to the National Transportation Safety Board investigator that they observed no evidence of fuel in the airplane, and no evidence of fuel was in the ground surrounding the airplane. Subsequently, the pilot stated that he had not experienced any mechanical malfunction or failure during the flight. He also indicated that the accident could have been prevented had he topped off the main fuel tanks prior to his departure.

Pilot Information

Certificate:	Commercial	Age:	72, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	November 18, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8700 hours (Total, all aircraft), 8120 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6663P
Model/Series:	P210N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P21000195
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	TSIO-520
Registered Owner:	Eugene L. Buckley	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

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:		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:	Hurricane, UT (1L8)	Type of Flight Plan Filed:	None
Destination:	North Las Vegas, NV (VGT)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	North Las Vegas VGT	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Minor	Latitude, Longitude:	36.288333,-115.294166

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	Art Jones; Federal Aviation Administration; Las Vegas, NV
Original Publish Date:	February 24, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=60557

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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](#).