



# Aviation Investigation Final Report

<b>Location:</b>	Weslaco, Texas	<b>Accident Number:</b>	DFW06CA134
<b>Date &amp; Time:</b>	May 21, 2006, 14:15 Local	<b>Registration:</b>	N731RR
<b>Aircraft:</b>	Cessna P210N	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Ferry		

## Analysis

The 954-hour private pilot was on a 24-mile ferry flight when the single-engine airplane lost engine power, approximately 3.5 miles from the destination airport. According to a written statement, the pilot reported that he switched to the left fuel tank and turned on the electric fuel pump, and the engine began to "run again." The pilot elected to climb to 1,500 feet and headed directly to the runway; however, approximately 2 miles from the runway the engine lost power again. The pilot made a mayday call and prepared for a forced landing in an open field short of the airport. During the landing roll, the landing gear collapsed and the airplane sustained structural damage. Prior to his departure, the pilot reported that the fuel gauges were showing 13 gallons of fuel in each tank; however, he did not visually check the fuel amount. The FAA inspector, who responded to the accident scene, examined the airplane and found no fuel in the airplane's fuel lines or tanks.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power due to fuel exhaustion as a result of the pilot's inadequate preflight planning. A contributing factor was the lack of suitable terrain available to the pilot for the forced landing,

## Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY LANDING

Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE

## Factual Information

The 954-hour private pilot was on a 24-mile ferry flight when the single-engine airplane lost engine power, approximately 3.5 miles from the destination airport. According to a written statement, the pilot reported that he switched to the left fuel tank and turned on the electric fuel pump, and the engine began to "run again." The pilot elected to climb to 1,500 feet and headed directly to the runway; however, approximately 2 miles from the runway the engine lost power again. The pilot made a mayday call and prepared for a forced landing in an open field short of the airport. During the landing roll, the landing gear collapsed and the airplane sustained structural damage. Prior to his departure, the pilot reported that the fuel gauges were showing 13 gallons of fuel in each tank; however, he did not visually check the fuel amount. The FAA inspector, who responded to the accident scene, examined the airplane and found no fuel in the airplane's fuel lines or tanks.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Unknown Without waivers/limitations	<b>Last FAA Medical Exam:</b>	October 1, 2005
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	954 hours (Total, all aircraft), 120 hours (Total, this make and model), 930 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N731RR
<b>Model/Series:</b>	P210N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	P21000538
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	TSIO-520
<b>Registered Owner:</b>	Alejandro Rodriquez	<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MFE	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	14:53 Local	<b>Direction from Accident Site:</b>	85°
<b>Lowest Cloud Condition:</b>	Few / 5500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	150°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.82 inches Hg	<b>Temperature/Dew Point:</b>	32°C / 17°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Mc Allen, TX (MFE )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Weslaco, TX (T65 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	21:10 UTC	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Mid Valley Airport T65	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Unknown
<b>Runway Used:</b>	13	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4998 ft / 70 ft	<b>VFR Approach/Landing:</b>	Forced landing;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	26.159494,-97.980957(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hatch, Craig
<b>Additional Participating Persons:</b>	Brian Ficker; San Antonio, Texas
<b>Original Publish Date:</b>	October 3, 2006
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=63721">https://data.nts.gov/Docket?ProjectID=63721</a>

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](#).