Aviation Investigation Final Report

Location:	Carson City, Nevada	**Accident Number:**	LAX06LA196
Date & Time:	June 7, 2006, 11:30 Local	**Registration:**	N7762K
Aircraft:	Cessna P210N	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he taxied his airplane from one hangar to another when he decided to take the airplane up for a quick flight. He flew the airplane around the local area and returned to the airport after about 15 minutes. The airplane was on a left downwind for runway 27, and the pilot had completed the before landing checklist (he extended the landing gear and lowered 20 degrees of flaps) when the "engine quit producing power." The pilot turned on the electric fuel pump, as well as the high boost pump, and made a left turn toward the runway. The pilot reported engaging the high boost pump switch until landing the airplane. He opened the throttle and applied a full rich mixture, but the engine did not restart. The pilot observed the fuel quantity gauges and noted that both right and left fuel tanks displayed needles "above the red warning area." The pilot realized the airplane would not make it to the airport and noticed a suitable landing site. He maneuvered the airplane over power lines and houses, and lowered the nose of the airplane to gain airspeed. He flared the airplane for landing, but the nose landing gear contacted the ground before the main gear. Subsequently, the nose gear and main gear collapsed and the airplane came to rest about 150 to 200 feet from the initial touchdown point after impacting a fence and a mailbox. Following the accident, inspectors from the Federal Aviation Administration Reno Flight Standards District Office (FSDO) examined the airplane at the accident site. According to the FSDO inspectors, approximately 1/2-inch of fuel or less remained in the left wing when it was placed in a level position. They reported that slightly more remained in the right fuel tank. The recovery personnel drained 3 gallons of fuel from the left fuel tank and 5 gallons from the right; however, he noted that some had spilled out during the recovery process. The pilot could not remember which fuel tank was selected at the time of the loss of engine power. The pilot reported no mechanical malfunction or failures. He added that he had last refueled the airplane in May 2006, about a month prior to the accident, in Ely, Nevada, before flying back to Carson City. Post accident inspections revealed no mechanical irregularities.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Fuel exhaustion which resulted in a loss of engine power during approach for landing due to the pilot's failure to refuel the aircraft and the pilot's failure to perform an adequate preflight inspection.

Findings

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

Findings
1. (C) FLUID,FUEL - EXHAUSTION
2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

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

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
4. OBJECT - FENCE

Factual Information

On June 7, 2006, at 1130 Pacific daylight time, a Cessna P210N airplane, N7762K, experienced a loss of engine power and collided with objects during a forced landing in a residential area in Carson City, Nevada. The airplane was operated by the pilot/owner under the provisions of 14 CFR Part 91 as a personal flight. The airplane sustained substantial damage, and the commercial pilot received minor injuries. The local area flight departed the Carson Airport about 15 minutes prior to the accident. Visual meteorological conditions prevailed and a flight plan had not been filed.

During an initial telephone interview, and subsequent written statement submitted to the National Transportation Safety Board (NTSB) investigator, the pilot indicated that he taxied his airplane from one hangar to another when he decided to take the airplane up for a quick flight. He flew the airplane around the local area and returned to the airport after about 15 minutes. The airplane was on a left downwind for runway 27, and the pilot had completed the before landing checklist (he extended the landing gear and lowered 20 degrees of flaps) when the "engine quit producing power." The pilot turned on the electric fuel pump, as well as the high boost pump, and made a left turn toward the runway. The pilot reported engaging the high boost pump switch until landing the airplane. He opened the throttle and applied a full rich mixture, but the engine did not restart. The pilot observed the fuel quantity gauges and noted that both right and left fuel tanks displayed needles "above the red warning area."

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Pilot Information

Certificate:	Commercial; Flight instructor	**Age:**	47,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; 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 single-engine	**Toxicology Performed:**	No
Medical Certification:	Class 2 Without waivers/limitations	**Last FAA Medical Exam:**	January 1, 2005
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	February 1, 2006
Flight Time:	3000 hours (Total, all aircraft), 2300 hours (Total, this make and model), 2960 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N7762K
Model/Series:	P210N	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	00425
Landing Gear Type:	Retractable - Tricycle	**Seats:**	6
Date/Type of Last Inspection:	Annual	**Certified Max Gross Wt.:**	4000 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Continental
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	TSIO-520-P
Registered Owner:	William J. Fletcher	**Rated Power:**	285 Horsepower
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:	Clear	**Visibility**	20 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	10 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	240°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	24°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Carson City, NV (CXP)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	11:15 Local	**Type of Airspace:**	

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Minor	**Latitude, Longitude:**	39.192222,-119.734443

Administrative Information

Investigator In Charge (IIC):	Charnon, Nicole
Additional Participating Persons:	Clarence Bohart; Reno Flight Standards District Office; Reno, NV
Original Publish Date:	July 25, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=63872