



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."

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, Nevada, 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.

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

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](#).