



# Aviation Investigation Final Report

<b>Location:</b>	Nampa, Idaho	<b>Accident Number:</b>	SEA07CA164
<b>Date &amp; Time:</b>	June 17, 2007, 13:30 Local	<b>Registration:</b>	N2467F
<b>Aircraft:</b>	Cessna 180H	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot said he was five nautical miles from his destination when his engine lost power due to fuel exhaustion. He started a forced landing to a paved highway, but a car got in his way. He moved over to let the car pass, and attempted to realign back to the road. He landed short of the road and nosed the aircraft over onto its back. The vertical stabilizer, both wings and the fuselage were bent and/or wrinkled. The pilot said that he had flown over an airport, approximately 30 to 40 minutes before the accident, and he could have stopped for fuel there.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to stop for additional fuel, which resulted in a loss of engine power due to fuel exhaustion.

## Findings

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

Findings

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

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Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. TERRAIN CONDITION - DITCH

## Factual Information

The pilot said he was five nautical miles from his destination when his engine lost power due to fuel exhaustion. He started a forced landing to a paved highway, but a car got in his way. He moved over to let the car pass, and attempted to realign back to the road. He landed short of the road and nosed the aircraft over onto its back. The vertical stabilizer, both wings and the fuselage were bent and/or wrinkled.

The pilot said that he had flown over an airport, approximately 30 to 40 minutes before the accident, and he could have stopped for fuel there.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	March 1, 2006
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1942 hours (Total, all aircraft), 1160 hours (Total, this make and model), 19 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2467F
<b>Model/Series:</b>	180H	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18051669
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<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>	O-470-L
<b>Registered Owner:</b>	Richard L. Jennings	<b>Rated Power:</b>	230 Horsepower
<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>	S67	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	13:15 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.12 inches Hg	<b>Temperature/Dew Point:</b>	18°C / 1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Sullivan Lake, WA (09S )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Nampa, ID (S67 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:30 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<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 Minor	<b>Latitude, Longitude:</b>	43.58139,-116.523056

## Administrative Information

**Investigator In Charge (IIC):** Struhsaker, James

**Additional Participating Persons:**

**Original Publish Date:** October 31, 2007

**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=65993>

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