



Aviation Investigation Final Report

Location:	Humble, Texas	Accident Number:	CEN10CA297
Date & Time:	June 3, 2010, 14:00 Local	Registration:	N154JD
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot said that he departed with approximately 55 gallons of fuel on board (about 3.5 hours total) and departed on a long cross country flight. Approximately three hours into the flight, while on an ILS approach into his destination airport in VFR conditions, the pilot said the engine suddenly stopped, but the propeller continued to windmill. He pumped the throttle, and finally pushed it pushed full forward, but there was still no thrust. He checked the engine guages and they were normal, but he did not look at the fuel guages. A witness heard the engine sputtering as it flew overhead. The pilot was unable to maintain altitude and attempted to reach a field, but ended up colliding with the roof of a private residence. The airplane came to rest in the residence's backyard. The pilot reported not seeing any fuel leaks or streaks when he got out of the airplane. Examination of the airplane revealed there was no fuel in either wing tank, and there was no staining of the grass or foliage surrounding the airplane. When the airplane wing's were removed for salvage, less than one-pint of fuel was drained from the fuel lines.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power due to fuel exhaustion as a result of the pilot's inadequate fuel management.

Findings

Personnel issues	Decision making/judgment - Pilot
Aircraft	Fuel - Fluid management

Factual Information

History of Flight

Approach	Fuel exhaustion
Approach	Loss of engine power (total) (Defining event)

Pilot Information

Certificate:	Private	Age:	61
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):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2015 hours (Total, all aircraft), 106 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N154JD
Model/Series:	180 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30942
Landing Gear Type:		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:	O-470
Registered Owner:	EASTLAND AVIATION INC	Rated Power:	230 Horsepower
Operator:	EASTLAND AVIATION INC	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:	Odessa, TX (ODO)	Type of Flight Plan Filed:	Unknown
Destination:	Houston, TX (IAH)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	None None	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	ILS
Runway Length/Width:		VFR Approach/Landing:	Forced 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:	29.989999,-95.271667(est)

Administrative Information

Investigator In Charge (IIC): Yeager, Leah

Additional Participating Persons:

Original Publish Date: October 21, 2010

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=76212>

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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](#).