



Aviation Investigation Final Report

Location:	Robstown, Texas	Accident Number:	CEN11LA063
Date & Time:	October 29, 2010, 14:15 Local	Registration:	N3383D
Aircraft:	Cessna 180	Aircraft Damage:	Substantial
Defining Event:	Fuel starvation	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to a Federal Aviation Administration (FAA) inspector, the pilot reported that the airplane experienced a loss of engine power during takeoff approximately 50 to 75 feet above ground level. The pilot elected to perform a forced landing to a field. During the landing the airplane nosed over and sustained substantial damage to the airplane's wings and vertical fin. First responders to the accident site reported that they did not notice any fuel draining from the airplane. Postaccident examination of the airplane revealed no fuel in the right wing tank and approximately 5 gallons of fuel in the left wing tank. The examination did not reveal any mechanical anomalies that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper fuel management, which resulted in a loss of engine power due to fuel starvation.

Findings

Aircraft	Fuel - Fluid level
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Factual Information

History of Flight

Takeoff	Fuel starvation (Defining event)
Takeoff	Loss of control in flight
Emergency descent	Collision with terr/obj (non-CFIT)

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Pilot Information

Certificate:	Commercial	Age:	33, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	February 15, 2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 19, 2009
Flight Time:	580 hours (Total, all aircraft), 500 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3383D
Model/Series:	180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	32181
Landing Gear Type:		Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	43580 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	C91A installed, not activated	Engine Model/Series:	O-470 SERIES
Registered Owner:	CHRISTIAN AIR MUSEUM	Rated Power:	230 Horsepower
Operator:	CHRISTIAN AIR MUSEUM	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RBO	Distance from Accident Site:	
Observation Time:	14:05 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.31 inches Hg	Temperature/Dew Point:	24°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Robstown, TX	Type of Flight Plan Filed:	None
Destination:	Robstown, TX	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Nueces County KRBO	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	3700 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	27.789772,-97.660804(est)

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	Victor H Lopez; FAA FSDO; San Antonio, TX
Original Publish Date:	November 17, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=77761

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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](#).