



Aviation Investigation Final Report

Location:	Lake Providence, Louisiana	Accident Number:	CEN14LA076
Date & Time:	November 27, 2013,	Registration:	N21ME
Aircraft:	Cessna T210L	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot departed for a nearby private airstrip for an expected 12-minute flight. During cruise flight, at 500 feet above the ground, the left fuel tank was low on fuel so the pilot switched the fuel selector to the right fuel tank. After the engine began to "sputter," the pilot turned on the fuel boost pump; however, the problem continued until the engine lost power. He then elected to conduct a forced landing into a field. During the landing, the landing gear touched down on the wet ground, and the airplane nosed over. Examination of the airplane revealed that the left fuel tank was empty and the right fuel tank contained an undetermined amount of fuel. There was no evidence of any mechanical malfunctions or failures that would have precluded normal operation. The pilot's application of the fuel boost pump likely flooded the engine with fuel after switching fuel tanks, causing the engine to lose power.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's mismanagement of available fuel and incorrect use of the fuel boost pump which resulted in a total loss of engine power at a low altitude.

Findings

Environmental issues	Soft surface - Contributed to outcome
Personnel issues	Incorrect action sequence - Pilot
Aircraft	Fuel - Fluid management
Aircraft	(general) - Incorrect use/operation

Factual Information

History of Flight

Enroute-cruise	Loss of engine power (total)
Landing	Nose over/nose down (Defining event)
Enroute	Fuel starvation

On November 27, 2013, about 1410 central standard time, a Cessna 210L airplane, N21ME, conducted a forced landing into a field after a total loss of engine power near Lake Providence, Louisiana. The commercial was not injured. The airplane sustained substantial damage. The airplane was registered to and operated by Montrose Air, Inc., under the provision of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight which operated without a flight plan. The flight originated from Scott Airport (M80), Tallulah, Louisiana at 1400 and was destined for Oak Grove, Louisiana.

The pilot departed from M80 and was cruising at 500 feet above the ground. The left fuel tank was low on fuel so he switched the fuel selector to the right fuel tank. The engine began to "sputter" so he turned on the fuel boost pump. The "engine continued to sputter [and] then shut off." He conducted a forced landing into a field. During the landing, the landing gear touched down on the wet and muddy ground and the airplane nosed over.

An examination of the airplane was conducted by the responding Federal Aviation Administration inspector. The examination revealed that the left fuel tank was empty and the right fuel tank contained an undetermined amount of fuel. He did not observe any mechanical malfunctions that would have precluded normal operation. The inspector received information from the engine manufacturer that if the boost pump were turn on in this situation it could flood the engine with fuel.

Pilot Information

Certificate:	Commercial	Age:	41
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	January 29, 2013
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 25, 2013
Flight Time:	11986 hours (Total, all aircraft), 110 hours (Total, this make and model), 11931 hours (Pilot In Command, all aircraft), 400 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N21ME
Model/Series:	T210L M	Aircraft Category:	Airplane
Year of Manufacture:	1974	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	21060224
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 8, 2013 Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2212 Hrs as of last inspection	Engine Manufacturer:	Continental Motors Inc
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-H
Registered Owner:	MONTROSE AIR INC	Rated Power:	
Operator:	MONTROSE AIR INC	Operating Certificate(s) Held:	Agricultural aircraft (137)
Operator Does Business As:		Operator Designator Code:	KGKG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KTVR, 86 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	146°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.31 inches Hg	Temperature/Dew Point:	5°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TALLULAH, LA (M80)	Type of Flight Plan Filed:	None
Destination:	Oak Grove, LA	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

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:	32.61639,-91.27333(est)

Administrative Information

Investigator In Charge (IIC): Lindberg, Joshua

Additional Participating Persons: Geroge Waddell; Federal Aviation Administration; Baton Rouge, LA

Original Publish Date: February 3, 2014

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=88514>

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](#).