



National Transportation Safety Board Aviation Accident Final Report

Location:	MCALLEN, TX	Accident Number:	FTW94LA079
Date & Time:	02/03/1994, 1721 CST	Registration:	N6914R
Aircraft:	CESSNA T210H	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

AFTER MAKING TWO MISSED APPROACHES TO THE CORPUS CHRISTI, TEXAS, AIRPORT, THE PILOT DIVERTED TO MCALLEN, TX, HIS ALTERNATE. SHORTLY AFTER JOINING THE LOCALIZER, THE ENGINE LOST POWER. ACCORDING TO THE PILOT, BOTH FUEL GAUGES INDICATED 1/4 FUEL IN EACH TANK. THE PILOT MADE AN INTENTIONAL WHEELS UP FORCED LANDING IN AN OPEN FIELD 8 MILES NORTHWEST OF THE AIRPORT. HE INADVERTENTLY STALLED THE AIRPLANE 25 FEET ABOVE THE GROUND. THE PILOT SAID HE HAD FLOWN 4.0 HOURS AND THE AIRPLANE HAD AN ENDURANCE OF 5.5 HOURS. SALVAGE PERSONNEL AND AN FAA INSPECTOR REPORTED FINDING NO FUEL IN THE TANKS. WHEN THE WINGS WERE DEMATED FROM THE FUSELAGE, NO FUEL CAME OUT OF THE FUEL LINES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADVERTENT STALL OF THE AIRPLANE. FACTORS WERE THE PILOT'S FAILURE TO REFUEL AND THE RESULTANT FUEL EXHAUSTION.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Findings

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

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

3. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - OPEN FIELD

Factual Information

On February 3, 1994, approximately 1721 central standard time, a Cessna T210H, N6914R, was destroyed during a forced landing about 8 miles northwest of the McAllen, Texas, Airport. The pilot received minor injuries. Instrument meteorological conditions prevailed, and an IFR flight plan had been filed.

The following is based on the pilot/operator report. The pilot missed two instrument approaches to the Corpus Christi, Texas, Airport, so he diverted to McAllen, Texas, his alternate. Shortly after intercepting the localizer course at McAllen, the engine lost power. The pilot said both fuel gauges indicated 1/4 fuel in each tank. He declared an emergency and, after emerging from the overcast, elected to land wheels up in an open field about 8 miles northwest of the airport. He inadvertently stalled the airplane 25 feet above the ground. The pilot said he had flown 4.0 hours and the airplane had an endurance of 5.5 hours.

Salvage personnel and a Federal Aviation Administration inspector who went to the site reported the fuel tanks had not been compromised, and there was no fuel in the tanks. In addition, when the wings were demated from the fuselage, no fuel came out of the fuel lines.

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/04/1993
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	389 hours (Total, all aircraft), 58 hours (Total, this make and model), 297 hours (Pilot In Command, all aircraft), 59 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6914R
Model/Series:	T210H T210H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	T210-0314
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	TSIO-520-C
Registered Owner:	BAKER, MARK & CURTIS, JERRY	Rated Power:	285 hp
Operator:	BAKER, MARK & CURTIS, JERRY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MFE, 107 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	1735 CST	Direction from Accident Site:	310°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	4 Miles
Lowest Ceiling:	Overcast / 900 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16° C / 12° C
Precipitation and Obscuration:			
Departure Point:	DALLAS, TX (ADS)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1350 CST	Type of Airspace:	Class E

Airport Information

Airport:	MCALLEN INTERNATIONAL (MFE)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	ILS
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT,	Report Date:	11/14/1994
Additional Participating Persons:	DESIDERIO S AGUILAR; SAN ANTONIO, TX		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).