



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LAMPASAS, TX	<b>Accident Number:</b>	FTW93LA202
<b>Date &amp; Time:</b>	07/01/1993, 2015 CDT	<b>Registration:</b>	N2446U
<b>Aircraft:</b>	CESSNA 172D	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

A PILOT DECIDED TO TAKE HIS AIRPLANE FOR A SHORT FLIGHT IN THE LOCAL AREA KNOWING THAT HE HAD NOT REFUELED SINCE HIS LAST TWO FLIGHTS TOTALLING APPROXIMATELY THREE HOURS. APPROXIMATELY FIVE MINUTES INTO THE FLIGHT, THE PILOT EXPERIENCED A LOSS OF ENGINE POWER. THE SURFACE WINDS WERE BLOWING AT 13 KNOTS AND THE PILOT ELECTED TO EXECUTE THE FORCED LANDING INTO THE WIND, IN A SMALL CLEARING SURROUNDED BY TREES. THE PILOT'S PREFLIGHT WAS LIMITED TO CHECKING THE FUEL GAGES ON THE AIRPLANE

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL EXHAUSTION ENGINE POWER LOSS DUE TO AN INADEQUATE PREFLIGHT PREPARATION. A FACTOR WAS THE LACK OF SUITABLE TERRAIN FOR THE FORCED LANDING

## Findings

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

### Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

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

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Occurrence #3: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

4. (F) TERRAIN CONDITION - NONE SUITABLE

## Factual Information

On July 1, 1993, at approximately 2015 central daylight time, a Cessna 172D, N2446U, was substantially damaged upon impact with trees and the ground following a loss of engine power while in cruise flight near Lampasas, Texas. The private pilot and his passenger sustained minor injuries. Visual meteorological conditions prevailed for the personal flight.

According to the pilot, he decided to take the airplane for a short flight in the local area knowing that he had not refueled since his last two flight totalling approximately three hours. The pilot added that about five minutes into the flight, a partial loss of engine power was experienced and he proceeded to bank the airplane to the left to head towards an open field, when the engine lost all power. He further stated that due to the strong surface winds he elected to turn the airplane into the wind to execute the forced landing. The airplane landed in a small field and ran into trees.

The pilot stated that his preflight of the fuel system was limited to checking the fuel level on the airplane's fuel gauges. Post accident examination of the fuel cells by the pilot revealed that fuel in either fuel cell was between half a gallon, to a gallon of fuel.

Damage to the airplane included a damaged right wing spar, a collapsed nose wheel, a buckled engine firewall, and a destroyed right wing aileron.

The airplane was released to the owner at the accident site.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	64, 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>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/22/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3100 hours (Total, all aircraft), 110 hours (Total, this make and model), 2800 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2446U
Model/Series:	172D 172D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	172250046
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	04/01/1993, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	8 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3954 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-300-D
Registered Owner:	BOWDEN, GLENNA F.	Rated Power:	145 hp
Operator:	BOWDEN, GLENNA F.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GRK, 1015 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	2055 CDT	Direction from Accident Site:	60°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29°C / 20°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0800 CDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

## Administrative Information

**Investigator In Charge (IIC):** HECTOR R CASANOVA **Report Date:** 11/19/1993

**Additional Participating Persons:** ROBERT P ANDERSON; 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](mailto: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](#).