



# National Transportation Safety Board Aviation Accident Data Summary

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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>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

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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	64
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2446U
<b>Model/Series:</b>	172D 172D	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	BOWDEN, GLENNA F.	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-300-D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	GRK, 1015 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	13 knots / , 140°
<b>Temperature:</b>	29° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	HECTOR R CASANOVA	<b>Adopted Date:</b>	11/19/1993
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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