



National Transportation Safety Board Aviation Accident Data Summary

Location:	GROVES, TX	Accident Number:	FTW92LA031
Date & Time:	12/01/1991, 1556 CST	Registration:	N9503T
Aircraft:	CESSNA 210	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

ACCORDING TO THE PILOT, HE ENCOUNTERED THE FORECAST HEAD WINDS EN ROUTE AND HE INTENTIONALLY RAN THE LEFT TANK DRY AND WAS FLYING ON THE RIGHT TANK DURING THE DESCENT WHEN IT ALSO RAN DRY. HE STATED THAT AT THE TIME OF THE TANK CHANGE HE THOUGHT ABOUT REQUESTING AN ALTERNATE, BUT DID NOT. AFTER THE ENGINE FAILURE THE PILOT WAS GIVEN RADAR VECTORS TO THE FINAL LOCALIZER APPROACH COURSE OF A NEARBY AIRPORT; HOWEVER, HE HAD INSUFFICIENT ALTITUDE TO REACH THE RUNWAY. HE BROKE OUT AT 700 FEET AND WAS ABLE TO LAND ON A PLAYING FIELD ADJACENT TO A CHURCH IN AN URBAN AREA. AFTER ROLLING ABOUT 234 FEET, THE AIRPLANE STRUCK A BASEBALL BACK STOP AND CAME TO REST IN THE CHURCH PARKING LOT. THE PILOT'S FUEL CALCULATIONS INDICATED THAT HE HAD 6.5 HOURS TO FUEL EXHAUSTION, WHILE ACTUAL FUEL EXHAUSTION OCCURRED AFTER 5.5 HOURS. THE LEFT TANK RAN DRY AT 2.6 HOURS AND THE RIGHT RAN DRY AT 2.9 HOURS.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL EXHAUSTION WHICH PRECIPITATED THE FORCED LANDING DUE TO THE PILOT'S INADEQUATE FUEL CONSUMPTION CALCULATIONS. A FACTOR IN THE ACCIDENT WAS THE PILOT'S FAILURE TO DIVERT TO AN ALTERNATE DESTINATION WHEN HE RECOGNIZED THAT FUEL EXHAUSTION WAS A POSSIBILITY.

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
3. (F) NOT PERFORMED - PILOT IN COMMAND

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

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

- 4. OBJECT - FENCE
- 5. OBJECT - FENCE POST

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	50
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
Flight Time:	6000 hours (Total, all aircraft), 26 hours (Total, this make and model), 3500 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9503T
Model/Series:	210 210	Engines:	1 Reciprocating
Operator:	HAWKINS, THOMAS R.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-470-E
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BPT, 16 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 700 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 260°
Temperature:	22° C	Visibility	2 Miles
Precipitation and Obscuration:			
Departure Point:	CARTERSVILLE, GA (6A0)	Destination:	HOUSTON, TX (AXH)

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Warren V Wandel

Adopted Date: 07/23/1993

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.