



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	GILLETTE, WY	<b>Accident Number:</b>	DEN00LA055
<b>Date &amp; Time:</b>	03/02/2000, 1100 MST	<b>Registration:</b>	N6489W
<b>Aircraft:</b>	Cessna P210N	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On March 2, 2000, approximately 1100 mountain standard time, a Cessna P210N, N6489W, registered to Flight Lease, Inc., was substantially damaged during a forced landing 1 mile north of Gillette, Wyoming. The private pilot and his passenger were not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the personal flight being conducted under Title 14 CFR Part 91. The flight originated in Pontiac, Michigan, approximately 0600 eastern standard time.

The following is based on a telephone interview with the pilot and the written accident report he submitted. On the evening and morning before departure, the pilot instructed airport line personnel to service the airplane to capacity (123 gallons). He cautioned the attendants to make sure the airplane was parked on a level surface when it was serviced because "[fuel] will siphon. . .from one tank to another and then overboard." According to the fuel invoice, 95 gallons were added to the fuel load. He checked the weather and determined visual meteorological conditions would exist along the route. He elected to fly VFR at 16,500 feet. He did not file a flight plan.

The pilot said he "attained a TAS (true airspeed) of approximately 185 knots" that yielded an average GPS (Global Positioning System) ground speed of 180 knots. For the 1,026 nm flight, he calculated it would 5.7 hours. He was satisfied with these figures because at fuel consumption rates of 15.6 and 16.5 gph (gallons per hour), the endurance is 7.7 and 7.3 hours, respectively. With a 20 minute allowance to climb to 16,500 feet at 24.5 gph, he calculated he would have "over an hour left for reserve after reaching Sheridan."

When the airplane was 1 hour out from Sheridan, Wyoming, the fuel gauges "looked suspiciously low" (the Hoskins fuel calculator indicated 27 gallons of fuel remained). At that point, Sheridan was 20 minutes flying time away and Gillette was 22 nm away. He decided to divert to Gillette. Approximately 5 miles north of the Gillette Airport, the engine lost power. He declared an emergency with the Gillette control tower. Due to congestion on the frequency with emergency equipment, the pilot was unable to tell the tower where he intended to make a forced landing. The airplane touched down hard on a flat spot in hilly terrain. The nose landing gear was sheared off and the airplane nosed over. After evacuating the airplane, the

pilot returned and checked the Hoskins fuel computer. It indicated 14 gallons.

The pilot wrote, "I think there may have been a problem with the fuel computer; that my fuel burn was higher than indicated and thus the unexpected fuel starvation.

"I honestly don't know what happened to my fuel. All indications were that I left with full tanks, including A SLIGHT DRIP (emphasis added) from the tanks where it was parked."

Burning 120 gallons in 5.7 hours would require a consumption rate of slightly more than 21 gph.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51
<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, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<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--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/04/1999
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	9449 hours (Total, all aircraft), 810 hours (Total, this make and model), 730 hours (Pilot In Command, all aircraft), 257 hours (Last 90 days, all aircraft), 57 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N6489W
<b>Model/Series:</b>	P210N P210N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	P210-00785
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	12/10/1999, Annual	<b>Certified Max Gross Wt.:</b>	4000 lbs
<b>Time Since Last Inspection:</b>	142 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3502 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TSIO-520-AF
<b>Registered Owner:</b>	FLIGHT LEASE, INC.	<b>Rated Power:</b>	310 hp
<b>Operator:</b>	FLIGHT LEASE, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GCC, 4363 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1055 MST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	9°C / -4°C
Precipitation and Obscuration:			
Departure Point:	PONTIAC, MI (PTK)	Type of Flight Plan Filed:	None
Destination:	SHERIDAN, WY (SHR)	Type of Clearance:	None
Departure Time:	0600 EST	Type of Airspace:	Class D

## Airport Information

Airport:	GILLETTE-CAMPBELL COUNTY (GCC)	Runway Surface Type:	
Airport Elevation:	4363 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

## 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
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT
Additional Participating Persons:	CARROLL D DYESS; CASPER, WY
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 <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> .