



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SIoux, SD	<b>Accident Number:</b>	DEN85LA073
<b>Date &amp; Time:</b>	02/01/1985, 1524 CST	<b>Registration:</b>	CFCBT
<b>Aircraft:</b>	CESSNA 180A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None

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

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## Analysis

ACFT DEPARTED WINNEPEG AT 1035 AND LANDED AT GRAND FORKS, ND, AT 1150. DEPARTED GRAND FORKS, ND, AT 1305 AND THE ACCIDENT OCCURRED AT 1524. 4 MILES NW OF SIOUX FALLS, SD, THE PLT REPORTED A ROUGH RUNNING ENGINE WHICH SUBSEQUENTLY QUIT. A FORCED LANDING WAS MADE IN A FIELD 2 1/2 MILES NORTH OF SIOUX FALLS. INVESTIGATION REVEALED LITTLE FUEL IN THE TANKS. TTL FUEL CAPACITY WAS 62 GALLONS. THE ACFT BURNS APRX 15 GALLONS/HR AND CONTAINS 10 GALLONS UNUSABLE FUEL.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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

### Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND
2. (C) FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
3. (C) FLUID,FUEL - EXHAUSTION

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

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

4. TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	34, 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 Invalid Medical for flight	<b>Last FAA Medical Exam:</b>	12/12/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	650 hours (Total, all aircraft), 200 hours (Total, this make and model), 650 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	CFCBT
<b>Model/Series:</b>	180A 180A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	32697
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	07/15/1984, Annual	<b>Certified Max Gross Wt.:</b>	2650 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2567 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470-K
<b>Registered Owner:</b>	BEE GEE HOLDINGS	<b>Rated Power:</b>	230 hp
<b>Operator:</b>	BEE GEE HOLDINGS	<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:	FSD, 1000 ft msl	Distance from Accident Site:	70 Nautical Miles
Observation Time:	1526 CST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	GRAND FORKS, ND	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1305 CST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	FRED R WINNINGHAM	Report Date:	
Additional Participating Persons:	OLIVIO GIOCOLETTO; RAPID CITY, SD		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).