



National Transportation Safety Board Aviation Accident Final Report

Location:	TUCSON, AZ	Accident Number:	LAX86LA103
Date & Time:	01/01/1986, 2000 MST	Registration:	N6594Y
Aircraft:	CESSNA T210N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

THE PLT PLANNED TO FLY NONSTOP FM HOUSTON, TX, TO PHOENIX, AZ. HE REPORTED THAT DURING THE TRIP HE ENCOUNTERED 'FLUCTUATING HEAD WINDS' & HE MISCALCULATED THE ACFT'S ENDURANCE. FUEL EXHAUSTION OCCURRED 8 MILES FM TUCSON, AZ., & THE PLT MADE A SUCCESSFUL NIGHTTIME FORCED LDG ON INTERSTATE HWY 10. AFTER REFUELING & WITH THE AID OF LOCAL LAW ENFORCEMENT OFFICERS, THE PLT & HIS PASSENGER TOOK OFF FROM THE HWY. AFTER ACCELERATING TO BETWEEN 40 & 50 KNOTS, THE ACFT DRIFTED FROM THE CENTER OF THE HWY & ITS WING COLLIDED WITH A NEARBY MESQUITE TREE. THE ACFT REMAINED AIRBORNE, & THE PLT CONTINUED FLYING TO HIS DESTINATION. WHERE HE LANDED WITHOUT FURTHER INCIDENT.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. (F) OBJECT - TREE(S)
3. (F) LIGHT CONDITION - NIGHT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	56, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/11/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	720 hours (Total, all aircraft), 116 hours (Total, this make and model), 508 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 11 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6594Y
Model/Series:	T210N T210N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	21064448
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	12/04/1985, 100 Hour	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	46 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1163 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TS10-520-R
Registered Owner:	CHANNEL ISLANDS AVIATION, INC	Rated Power:	310 hp
Operator:	CHANNEL ISLAND AVIATION, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:	TUCSON, AZ	Type of Flight Plan Filed:	None
Destination:	PHOENIX, AZ (PHX)	Type of Clearance:	None
Departure Time:	2000 MSI	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK	Report Date:	03/10/1988
Additional Participating Persons:	PETER CUSINIER; SCOTTSDALE, AZ		
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 pubinquiry@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](#).