



National Transportation Safety Board Aviation Accident Final Report

Location:	NOACK, TX	Accident Number:	FTW82DA079
Date & Time:	03/01/1982, 1600 CST	Registration:	N5131U
Aircraft:	CESSNA U206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

THE PILOT STATED THAT HE WAS ON A ONE HOUR FLIGHT FOR AERIAL SURVEY TO GIDDINGS, TEXAS AND RETURN. THE RIGHT FUEL TANK RAN DRY AND HE SWITCHED TO THE LEFT TANK WHICH INDICATED NEARLY 1/4 FULL. APPROXIMATELY 20 MINUTES LATER, THE ENGINE STOPPED OPERATING. A FORCED LANDING WAS MADE IN A PASTURE. DURING THE LANDING, THE NOSE GEAR COLLAPSED WHEN RUTTED TERRAIN WAS ENCOUNTERED.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN
4. (F) LANDING GEAR,NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	30, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/09/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2410 hours (Total, all aircraft), 483 hours (Total, this make and model), 2410 hours (Pilot In Command, all aircraft), 185 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5131U
Model/Series:	U206 U206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	42060131
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1947 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520A
Registered Owner:	F. A. HILDERBRAND JR.	Rated Power:	285 hp
Operator:	F. A. HILDERBRAND JR.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
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:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	73° C / 0° C
Precipitation and Obscuration:			
Departure Point:	AUSTIN, TX	Type of Flight Plan Filed:	None
Destination:	AUSTIN, TX	Type of Clearance:	None
Departure Time:	1400	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	03/01/1983
Additional Participating Persons:		
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/ .	

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](#).