



National Transportation Safety Board Aviation Accident Data Summary

Location:	Pawhuska, OK	Accident Number:	DFW05LA027
Date & Time:	12/01/2004, 1350 CST	Registration:	N6300P
Aircraft:	Cessna P210N	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

The 4,000-hour pilot reported that during cruise flight, the engine lost power. While descending, the pilot further stated that he disengaged the autopilot, advanced the mixture to full, cycled the fuel pump, and switched from the left to the right fuel tank, and "the engine momentarily gained power for a few minutes." Subsequently, the engine lost power again and the pilot elected to land on a gravel road. During the landing roll, the left main wheel separated, and the left main landing gear collapsed as the airplane came to rest in an upright position. Prior to the recovery of the airplane, the Federal Aviation Administration inspector was able to start the engine using the right fuel tank. The engine ran for approximately 10 minutes with no abnormalities noted before the inspector shut the engine down using the mixture control. During the recovery process, the inspector noted that approximately one gallon of fuel was drained from the left wing fuel tank and approximately 35 gallons of fuel were drained from the right wing fuel tank. As stated in the FAA approved pilot's operating handbook, the unusable fuel quantity for both fuel tanks is one gallon.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's mismanagement of the fuel by his failure to adequately set the fuel selector position which resulted in fuel exhaustion and the loss of engine power.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL MANAGEMENT - IMPROPER - PILOT IN COMMAND
3. (C) FUEL TANK SELECTOR POSITION - INADEQUATE - 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 - OTHER

Pilot Information

Certificate:	Airline Transport	Age:	52
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
Flight Time:	4000 hours (Total, all aircraft), 300 hours (Total, this make and model), 3500 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6300P
Model/Series:	P210N	Engines:	1
Operator:	Silver Wings Aviation	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-520-HCP
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PNC, 1007 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	6 knots / , 150°
Temperature:	8°C	Visibility:	10 Miles
Precipitation and Obscuration:			
Departure Point:	Salina, KS (SLN)	Destination:	Tulsa, OK

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:	36.671667, -96.405556		

Administrative Information

Investigator In Charge (IIC):	Frank McGill	Adopted Date:	02/24/2005
Investigation Docket:	NTSB accident and incident docket 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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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.

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