



National Transportation Safety Board Aviation Accident Final Report

Location:	Rome, GA	Accident Number:	ATL06CA042
Date & Time:	02/01/2006, 1715 EST	Registration:	N2134U
Aircraft:	Cessna T210N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that while in cruise flight she looked at the fuel gauges and the right fuel tank was empty and the left fuel tank was approximately a quarter full. The primer was stuck in the out position. She and the passenger attempted to push the primer in with negative results. She then decided to fly back towards the departure airport and while en-route, the engine lost power. The pilot stated that the airplane was approximately 1000 feet above the ground and she elected not to attempt an engine restart. She made a 180 degree turn and initiated a forced landing to an open field. The airplane landed half way down the field. She attempted to stop the airplane, but the airplane skidded through a barb wire fence, the left wing clipped a tree, and the airplane spun around 180-degrees. The airplane came to rest facing north. Examination of the airplane found the airplane contained no usable fuel and the primer handle was unlocked. A review of the primer's design drawings found that there are two check valves within the primers system which prevent fuel from entering the engine even with the primer in the out position. Fuel can only enter the engine through the action of closing the primer.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper fuel management resulting in a total loss of engine power due to fuel exhaustion.

Findings

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

Findings

1. (C) FUEL MANAGEMENT - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION

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

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING

Findings

3. OBJECT - FENCE
4. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	31, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last FAA Medical Exam:	07/01/2004
Occupational Pilot:		Last Flight Review or Equivalent:	11/01/2004
Flight Time:	4000 hours (Total, all aircraft), 50 hours (Total, this make and model), 3900 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2134U
Model/Series:	T210N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	21064775
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	01/01/2006, Annual	Certified Max Gross Wt.:	4016 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2219.4 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO 520 R
Registered Owner:	Dean Steel Buildings Inc.	Rated Power:	310 hp
Operator:	Dean Steel Buildings Inc.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KRMG, 644 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	1653 EST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	9 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	14° C / 0° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rome, GA (KRMG)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1615 EST	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:	34.350000, -85.150000

Administrative Information

Investigator In Charge (IIC):	Butch Wilson	Report Date:	05/30/2006
Additional Participating Persons:	Brian Humphrey; FSDO 11 College Park; College Park, GA		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 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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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](#).