



National Transportation Safety Board Aviation Accident Final Report

Location:	Edinburg, TX	Accident Number:	CEN15CA067
Date & Time:	12/01/2014, 2000 CST	Registration:	N9452T
Aircraft:	CESSNA 210	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The non-certificated pilot and passengers were on a local flight when the engine lost power. The pilot conducted a forced landing, about 10 miles from the airport. Examination of the airplane revealed damage to the landing gear and substantial damage to the wings and fuselage. Further examination of the airplane revealed that wing fuel tanks were empty, and not breached in the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power due to fuel exhaustion, which resulted from the non-certificated pilot's inadequate preflight planning and inflight decision making.

Findings

Personnel issues	Fuel planning - Pilot (Cause) Qualification/certification - Pilot
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Factual Information

History of Flight

Enroute	Fuel exhaustion Loss of engine power (total) (Defining event)
Emergency descent	Off-field or emergency landing

Pilot Information

Certificate:	None	Age:	44
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N9452T
Model/Series:	210	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	57252
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	IO-470
Registered Owner:	On file	Rated Power:	
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KEBG	Observation Time:	1955 CST
Distance from Accident Site:		Condition of Light:	Not Reported
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	23° C / 19° C
Lowest Ceiling:	Broken / 12000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	7 knots, 90°	Visibility (RVR):	
Altimeter Setting:	30.23 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Precipitation		
Departure Point:		Type of Flight Plan Filed:	
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None		

Administrative Information

Investigator In Charge (IIC):	Craig Hatch	Adopted Date:	03/10/2015
Additional Participating Persons:	Victor Lopez; FAA FSDO; San Antonio, TX		
Publish Date:	03/10/2015		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=90462		

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.

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