



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Alamo, TX	<b>Accident Number:</b>	CEN16LA207
<b>Date &amp; Time:</b>	06/03/2016, 1030 CDT	<b>Registration:</b>	N418DS
<b>Aircraft:</b>	SMITH Capella FW2R	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot reported that the purpose of the flight was to use most of the fuel remaining in the fuel tanks so that he could store the airplane over the summer. While returning to the airport, the engine experienced a total loss of power. During the subsequent forced landing to a small field, the airplane hit a tree, resulting in substantial damage. The pilot stated that when the airplane was recovered, both fuel tanks were empty.

## Flight Events

Enroute - Fuel exhaustion  
Enroute - Loss of engine power (total)  
Emergency descent - Off-field or emergency landing  
Enroute - Controlled flight into terr/obj (CFIT)

## Probable Cause

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

The total loss of engine power due to fuel exhaustion, which resulted in a forced landing and a collision with a tree.

## Findings

Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid level - C  
Personnel issues-Task performance-Planning/preparation-Fuel planning-Pilot - C  
Environmental issues-Physical environment-Object/animal/substance-Tree(s)-Contributed to outcome

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	98
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	(Estimated) 13000 hours (Total, all aircraft), 300 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	SMITH Capella	<b>Registration:</b>	N418DS
<b>Model/Series:</b>	FW2R XLS	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Rotax
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	912UL
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KMFE, 107 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	Calm
<b>Temperature:</b>	28° C / 22° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	McAllen, TX (KMFE)	<b>Destination:</b>	McAllen, TX (KMPE)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Jennifer Rodi	<b>Adopted Date:</b>	10/06/2016
<b>Note:</b>	The NTSB did not travel to the scene of this accident.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=93314">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=93314</a>		

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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.