



# Aviation Investigation Final Report

<b>Location:</b>	Plover, Wisconsin	<b>Accident Number:</b>	CEN23LA393
<b>Date &amp; Time:</b>	September 1, 2023, 13:50 Local	<b>Registration:</b>	N172SP
<b>Aircraft:</b>	Cessna R172K	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that while en route to his planned fuel stop destination, the engine experienced a slight hesitation. The pilot then changed course to the nearest airport and turned on the auxiliary fuel pump. The engine roughness stopped for about 15 seconds, then occurred again, and the engine subsequently lost total power. Unable to maintain altitude and reach the nearest airport, the pilot conducted a forced landing to a roadway. During the forced landing, the airplane's left wing tip struck a roadway sign, and the right float impacted a moving vehicle that was on the roadway. The airplane sustained substantial damage to the left wing rear spar.

Postaccident examination of the airplane revealed the left fuel tank contained no usable fuel, and the right tank contained about 14 gallons of fuel. The fuel selector was found in the left fuel tank position. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot's inadequate fuel management which resulted in a total loss of engine power due to fuel starvation.

## Findings

<b>Aircraft</b>	Fuel - Fluid management
<b>Personnel issues</b>	Use of equip/system - Pilot

## Factual Information

### History of Flight

<b>Enroute</b>	Fuel starvation
<b>Maneuvering</b>	Loss of engine power (total) (Defining event)
<b>Emergency descent</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	66, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 21, 2023
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 7, 2021
<b>Flight Time:</b>	2226 hours (Total, all aircraft), 1397 hours (Total, this make and model), 1903 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N172SP
<b>Model/Series:</b>	R172K	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1977	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	R172-2842
<b>Landing Gear Type:</b>	Retractable - ; Amphibian	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 21, 2023 Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2662 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	IO-360-KB-3
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	210 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.11 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 5°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	St. Paul, MN (SGS)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Waupaca, WI (PCZ)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:30 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	44.491106,-89.50839(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sauer, Aaron
<b>Additional Participating Persons:</b>	David Phelan; FAA; Milwaukee, WI
<b>Original Publish Date:</b>	October 5, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=192994">https://data.nts.gov/Docket?ProjectID=192994</a>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).