



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Indian Creek, Idaho	Accident Number:	WPR23LA318
Date & Time:	August 5, 2023, 16:41 Local	Registration:	N7067Z
Aircraft:	Cessna T210M	Aircraft Damage:	Substantial
Defining Event:	Fuel starvation	Injuries:	5 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot of the airplane reported that, while enroute, the engine was running rough and the airplane subsequently lost power. His attempts to restore power were unsuccessful. Due to high airspeed and low altitude the pilot elected to land gear up on a dirt airstrip which resulted in substantial damage to the underside of the airplane. Postaccident examination revealed 18 gallons of fuel in the right fuel tank and the left fuel tank was void of fuel; neither fuel tank was breached. The operator of the airplane reported that there were no preaccident mechanical failures or malfunctions 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 improper fuel management, which resulted in fuel starvation, and gear up landing on a dirt airstrip.

Findings

Aircraft	Fuel - Fluid management
Personnel issues	Use of equip/system - Pilot
Environmental issues	Rough terrain - Contributed to outcome

Factual Information

History of Flight

Enroute	Fuel starvation (Defining event)
Landing	Landing gear not configured

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	60,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	May 15, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 7, 2022
Flight Time:	1369 hours (Total, all aircraft), 17 hours (Total, this make and model), 1338 hours (Pilot In Command, all aircraft), 123 hours (Last 90 days, all aircraft), 85 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied: Right
Other Aircraft Rating(s):	Restraint Used: 4-point
Instrument Rating(s):	Second Pilot Present: No
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Passenger Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied: Right
Other Aircraft Rating(s):	Restraint Used:
Instrument Rating(s):	Second Pilot Present: No
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Passenger Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied: Left
Other Aircraft Rating(s):	Restraint Used:
Instrument Rating(s):	Second Pilot Present: No
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Passenger Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied: Right
Other Aircraft Rating(s):	Restraint Used:
Instrument Rating(s):	Second Pilot Present: No
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7067Z
Model/Series:	T210M	Aircraft Category:	Airplane
Year of Manufacture:	1978	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	21062572
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	June 11, 2023 100 hour	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	2.5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	13035.1 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-R
Registered Owner:	SPIRIT AIR INC	Rated Power:	310 Horsepower
Operator:	GEM AIR, LCC	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	GAJA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KLLJ, 5033 ft msl	Distance from Accident Site:	41 Nautical Miles
Observation Time:	11:55 Local	Direction from Accident Site:	110°
Lowest Cloud Condition:	Few	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.25 inches Hg	Temperature/Dew Point:	20°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Salmon, ID (KSMN)	Type of Flight Plan Filed:	Company VFR
Destination:	Boise, ID (KBOI)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	INDIAN CREEK USFS S81	Runway Surface Type:	Dirt
Airport Elevation:	4718 ft msl	Runway Surface Condition:	Dry;Soft
Runway Used:	04	IFR Approach:	None
Runway Length/Width:	4650 ft / 40 ft	VFR Approach/Landing:	Forced landing;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	44.761139,-115.10736

Administrative Information

Investigator In Charge (IIC):	Johnson, Scott
Additional Participating Persons:	Kenneth Greenwell; Federal Aviation Administration; Boise, ID
Original Publish Date:	January 4, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192906

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).