



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	PAXTON, IL	<b>Accident Number:</b>	CHI99LA081
<b>Date &amp; Time:</b>	02/03/1999, 1031 CST	<b>Registration:</b>	N704BF
<b>Aircraft:</b>	Cessna 150M	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

The pilot stated that after flying for 2.5 hours, he decided to land at an airport near Champaign, Illinois, and missed the airport due to the wind. The pilot stated that he then diverted to Paxton, Illinois, and after six attempts was unable to locate the airport. The pilot stated that the airplane ran out of fuel and he declared an emergency. An off airport landing was made into a plowed farm field 2.5 miles west of the Paxton Airport. The forced landing was made on a heading of 020 degrees. A weather report for a reporting station located 27 nautical miles and 190 degrees from the accident site reported winds from 180 degrees at 20 knots gusting to 26 knots. The left wing fuel tank contained no fuel and the right wing fuel tank contained less than one cupful of fuel. Examination of the airplane revealed no other anomalies.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the inadequate preflight planning by the pilot in command and the exhaustion of usable fuel. Factors were the tailwind landing condition and the rough terrain at the landing site.

## Findings

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

### Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) FLUID,FUEL - EXHAUSTION

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

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING

### Findings

3. (F) WEATHER CONDITION - TAILWIND
4. (F) TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

On February 3, 1999, at 1031 central standard time (cst), a Cessna 150M, N704BF, piloted by a private pilot, sustained substantial damage during a forced landing near Paxton, Illinois, after a loss of engine power during cruise flight. Visual meteorological conditions prevailed at the time of the accident. The personal 14 CFR Part 91 flight was not operating on a flight plan. The pilot reported minor injuries. The flight originated at Tevis Field, near Chanute, Kansas, at 0710 cst, and was en route to Detroit, Michigan.

In his written statement, the pilot stated that after flying for 2.5 hours, he decided to land at an airport near Champaign, Illinois, and missed the airport due to the wind. The pilot stated that he then diverted to Paxton, Illinois, and after six attempts was unable to locate the airport. The pilot stated that the airplane ran out of fuel and he declared an emergency. An off airport landing was made into a plowed farm field 2.5 miles west of the Paxton airport. The pilot reported losing consciousness for an unknown amount of time following the accident.

Post accident investigation showed substantial damage to the left wing and vertical stabilizer. The forced landing was made on a heading of 020 degrees. A weather report for a reporting station located 27 nautical miles and 190 degrees from the accident site reported winds from 180 degrees at 20 knots gusting to 26 knots. The left wing fuel tank contained no fuel and the right wing fuel tank contained less than one cupful of fuel. Examination of the airplane revealed no other anomalies.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/22/1997
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	836 hours (Total, all aircraft), 58 hours (Total, this make and model), 745 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N704BF
Model/Series:	150M 150M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	15078476
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	01/04/1999, 100 Hour	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	30 Hours	Engines:	1 Reciprocating
Airframe Total Time:	8036 Hours	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	O-200
Registered Owner:	TEVIS AVIATION, INC.	Rated Power:	100 hp
Operator:	TEVIS AVIATION, INC.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CMI, 754 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	1053 CST	Direction from Accident Site:	190°
Lowest Cloud Condition:	Scattered / 8000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots / 26 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	5° C / -2° C
Precipitation and Obscuration:			
Departure Point:	CHANUTE, KS (17KS)	Type of Flight Plan Filed:	None
Destination:	DETROIT, MI	Type of Clearance:	None
Departure Time:	0710 CST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

## Administrative Information

**Investigator In Charge (IIC):** JOHN M BRANNEN **Report Date:** 04/18/2001

**Additional Participating Persons:** DAVID SLAYBAUGH; SPRINGFIELD, IL

**Publish Date:**

**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](mailto: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](#).