



National Transportation Safety Board Aviation Accident Final Report

Location:	FILLMORE, CA	Accident Number:	LAX96LA002
Date & Time:	10/02/1995, 1645 PDT	Registration:	N63522
Aircraft:	CESSNA 150M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE AIRPLANE CONTAINED 18 GALLONS OF FUEL (3 GALLONS UNUSABLE) WHEN THE STUDENT PILOT DEPARTED ON THE ROUND ROBIN SOLO CROSS-COUNTRY FLIGHT. ON THE RETURN LEG OF THE FLIGHT THE ENGINE SUSTAINED A TOTAL LOSS OF POWER DUE TO FUEL EXHAUSTION. THE AIRPLANE NOSED OVER DURING THE LANDING ROLL WHEN IT ENTERED A RIVER. EXAMINATION OF THE WRECKAGE DISCLOSED THE WING FUEL TANKS CONTAINED LESS THAN 4 GALLONS. THE MEAN FUEL CONSUMPTION AT ALTITUDE (NOT INCLUDING TAKEOFF, CLIMBS, AND LANDING) IS 5.7 GPH. THE ACTUAL FUEL CONSUMPTION CALCULATION FOR THE FLIGHT WAS 5.8 GALLONS PER HOUR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the CFI's failure to adequately supervise the flight; and the student pilot's poor preflight planning/preparation and fuel consumption calculations.

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
3. (C) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. (C) FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Findings

5. TERRAIN CONDITION - WATER

Factual Information

On October 2, 1995, at 1645 hours Pacific daylight time, a Cessna 150M, N63522, nosed over during the landing roll after colliding with a river bank about 4 miles west of Fillmore, California. The student pilot was executing an emergency landing due to a total loss of power. He was conducting his third solo cross-country visual flight rules instructional flight and was returning to Camarillo Airport, Camarillo, California. The airplane, operated by a private individual, sustained substantial damage. The student pilot was not injured. Visual meteorological conditions prevailed. The flight originated at Camarillo Airport at 1400 hours; the flight departed California City Municipal Airport at 1530 hours.

The pilot said in a telephone interview conducted on October 2, 1995, that the airplane fuel gauges indicated that the fuel tanks contained about 3/4 tank of fuel when he departed Camarillo Airport. He did not refuel at California City. The airplane is equipped with long range fuel tanks that contain 35 gallons of useable fuel.

The pilot submitted the required Pilot/Operator Aircraft Accident Report, NTSB Form 6120.1/2. He said in the report that the airplane contained 18 gallons of fuel when he departed Camarillo Airport. He also said that he flew to California City at 7,500 feet mean sea level (msl) and returned at 6,500 feet msl.

The pilot said in a telephone interview conducted on January 26, 1996, that the flight instructor looked at his proposed flight log momentarily, but she did not "go over it in great detail," nor did she supervise the preflight inspection. He said that he used the dipstick to determine the amount of fuel onboard the airplane.

The operator reported that the airplane contained less than 2 gallons of fuel in each fuel tank. According to the Hobbsmeter, the airplane flew 2.6 hours on the accident flight. The overall fuel consumption rate was 5.8 gph (15 gallons/2.6 hours).

According to the Cessna 150M Owner's Manual, the maximum fuel consumption at 7,500 and 6,500 feet msl are 5.5 gallons per hour (gph) and 6.0 gph, respectively. This fuel consumption rate is based on using appropriate leaning techniques and does not account for takeoff, climb, and landing configurations. The owner's manual also states that the unusable fuel is 3.0 gallons.

Pilot Information

Certificate:	Student	Age:	28, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/08/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	48 hours (Total, all aircraft), 39 hours (Total, this make and model), 18 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N63522
Model/Series:	150M 150M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	15077369
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200-A
Registered Owner:	JOHN E. TURNEY	Rated Power:	100 hp
Operator:	JOHN E. TURNEY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29° C
Precipitation and Obscuration:			
Departure Point:	CALIFORNIA CITY, CA (L71)	Type of Flight Plan Filed:	VFR
Destination:	CAMARILLO, CA (CMA)	Type of Clearance:	VFR
Departure Time:	1530 PDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	A. D LLORENTE	Report Date:	03/21/1996
Additional Participating Persons:	NORMAN L SHUE; VAN NUYS, CA		
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 pubinquiry@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](#).