



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	FILLMORE, CA	<b>Accident Number:</b>	LAX96LA002
<b>Date &amp; Time:</b>	10/02/1995, 1645 PDT	<b>Registration:</b>	N63522
<b>Aircraft:</b>	CESSNA 150M	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	28
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N63522
<b>Model/Series:</b>	150M 150M	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JOHN E. TURNEY	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-200-A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Light and Variable / ,
<b>Temperature:</b>	29° C	<b>Visibility</b>	30 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CALIFORNIA CITY, CA (L71)	<b>Destination:</b>	CAMARILLO, CA (CMA)

## 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>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	A. D LLORENTE	<b>Adopted Date:</b>	03/21/1996
<b>Investigation Docket:</b>	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 <a href="mailto:pubin@ntsb.gov">pubin@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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