



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|---|-------------------------|------------|
| Location: | BEAUFORT, SC | Accident Number: | ATL96LA031 |
| Date & Time: | 12/01/1995, 1700 EST | Registration: | N8779U |
| Aircraft: | CESSNA 150M | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Analysis

After adding 6 gallons of fuel to the right fuel tank, the dual student checked the fuel tank sumps, completed the pre-flight inspection, and then took off. The instructor stated that during cruise flight, the engine lost power. An emergency landing was attempted on a beach. On the landing roll the airplane struck a tree stump. Post accident investigation by the instructor revealed water in both fuel tanks.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An inadequate preflight which resulted in water contamination in the fuel system and the subsequent loss of engine power. The tree stump was a factor.

Findings

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

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND(CFI)
2. (C) FLUID,FUEL - CONTAMINATION,WATER

Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. (C) OBJECT - TREE(S)

Pilot Information

| | | | |
|----------------------------------|---|------------------------------|---|
| Certificate: | Flight Instructor; Commercial | Age: | 25 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | Airplane Single-engine; Instrument Airplane |
| Flight Time: | 386 hours (Total, all aircraft), 102 hours (Total, this make and model), 305 hours (Pilot In Command, all aircraft), 122 hours (Last 90 days, all aircraft), 46 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|---------------------------------------|---|-----------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N8779U |
| Model/Series: | 150M 150M | Engines: | 1 Reciprocating |
| Operator: | MASTER AVIATION | Engine Manufacturer: | CONTINENTAL |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-200A |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Meteorological Information and Flight Plan

| | | | |
|---|-----------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | NBC, 38 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | 3 knots / , 120° |
| Temperature: | 17° C | Visibility | 7 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | HILTON HEAD, SC (49J) | Destination: | , SC (73J) |

Airport Information

| | | | |
|-----------------------------|---|----------------------------------|--|
| Airport: | | Runway Surface Type: | |
| Runway Used: | 0 | Runway Surface Condition: | |
| Runway Length/Width: | | | |

Wreckage and Impact Information

| | | | |
|-----------------------------|--------|----------------------------|-------------|
| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Latitude, Longitude: | | | |

Administrative Information

Investigator In Charge (IIC): PRESTON E HICKS

Adopted Date: 04/01/1996

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, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.