National Transportation Safety Board
Aviation Accident Data Summary

Location:	DAYTONA BEACH, FL	**Accident Number:**	MIA97LA054
Date & Time:	01/01/1997, 1341 EST	**Registration:**	N5813G
Aircraft:	Cessna 150K	**Injuries:**	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Before the first of several legs of flight, the pilot used a wooden stick to confirm the fuel quantity, since one of the fuel gauges was inoperative. He then departed, performed airwork, and continued to a landmark, where a flyby was performed. The pilot landed at an airport, remained a short time, then during the preflight, he noted that the fuel quantity indicated about 1/2. The flight departed, and the pilot flew to another airport, and performed a full stop landing with taxiback. He then departed on a return flight to the original departure airport, where he performed two touch-and-go landings. During the takeoff roll of the third touch-and-go, the pilot noted that the engine was not producing full power; however, with insufficient runway remaining to stop, he elected to continue. About 200 feet above ground level, the engine coughed, then the propeller stopped. Subsequently, the airplane collided with concrete blocks during a forced landing. The pilot stated to a police officer that he believed the engine quit because he ran out of fuel. Postcrash examination of the airplane by an FAA inspector revealed 3.0 gallons of fuel remaining in the fuel tanks. According to the airplane type certificate data sheet, the unusable fuel quantity was 3.5 gallons. Following recovery of the airplane, the engine was started, and it operated to 750 rpm. Impact damage precluded operating the engine to a higher rpm.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper planning/decision, by failing to ensure there was sufficient fuel for continued flight, which resulted in fuel exhaustion and subsequent collision with objects (concrete blocks) during a forced landing. Factors relating to the accident were: a partially inoperative fuel gauge, which provided a false fuel indication, and the pilot's operation of the airplane with the known deficiency.

Findings

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

Findings
1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
3. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
4. (C) FLUID,FUEL - EXHAUSTION
5. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING

Pilot Information

Certificate:	Private	**Age:**	23
Airplane Rating(s):	Single-engine Land	**Instrument Rating(s):**	None
Other Aircraft Rating(s):	None	**Instructor Rating(s):**	None
Flight Time:	138 hours (Total, all aircraft), 3 hours (Total, this make and model), 87 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N5813G
Model/Series:	150K 150K	**Engines:**	1 Reciprocating
Operator:	WILLIAM BECK	**Engine Manufacturer:**	Continental
Operating Certificate(s) Held:	None	**Engine Model/Series:**	O-200-A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	**Condition of Light:**	Day
Observation Facility, Elevation:	DAB, 35 ft msl	**Weather Information Source:**	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	**Wind Speed/Gusts, Direction:**	5 knots / , 100°
Temperature:	23°C	**Visibility**	10 Miles
Precipitation and Obscuration:			
Departure Point:	(DAB)	**Destination:**	(DAB)

Airport Information

Airport:	DAYTONA BEACH INT'L (DAB)	**Runway Surface Type:**	Asphalt
Runway Used:	7R	**Runway Surface Condition:**	Dry
Runway Length/Width:	3197 ft / 100 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	**Adopted Date:**	09/30/1997
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.ntsb.gov/pubdms/.		

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