



# National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	EUGENE, OR	<b>Accident Number:</b>	SEA98LA029
<b>Date &amp; Time:</b>	11/01/1997, 1833 PST	<b>Registration:</b>	N5190B
<b>Aircraft:</b>	Cessna 152	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On November 1, 1997, at 1833 Pacific standard time, a Cessna 152, N5190B, operated by Aerial Communications of America as a 14 CFR Part 91 personal flight, collided with a fence during a forced landing in a field located 14 miles northwest of Eugene, Oregon. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft was substantially damaged and the private pilot, the sole occupant, was not injured. The flight originated from Eugene at about 1400 and was destined for Elma, Washington. The flight was returning from Elma to Eugene, when the accident occurred.

The pilot reported to the operator that the engine experienced a loss of power. A forced landing was made on an open field. During the landing roll, the airplane collided with a fence.

Personnel from the airport, who helped recover the aircraft, reported that the tachometer indicated that 4.0 hours had been accumulated, and the Hobbs meter indicated that a total of 4.4 hours had been accumulated for the flight. The fuel tanks and sumps were inspected to determine the quantity of fuel remaining in the tanks. It was reported that there was no visible sign of fuel in the left fuel tank, and no fuel was produced when sumped. The right fuel tank contained approximately 1/8 of an inch of fuel, and produced approximately eight ounces of fuel when sumped. The engine sump produced approximately 14 ounces of fuel.

Fueling records indicate that the aircraft was last fueled on October 31, 1997.

The structural damage was not reported to the National Transportation Safety Board until January 27, 1998.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52, 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>	None	<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>	05/24/1996
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	95 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N5190B
<b>Model/Series:</b>	152 152	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	15283798
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	09/11/1997, Annual	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	59 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6884 Hours	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	CHUCKS SERVICE CENTER	<b>Rated Power:</b>	108 hp
<b>Operator:</b>	AERIAL COMM. OF AMERICA	<b>Operating Certificate(s) Held:</b>	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	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	ELMA, WA (WA22)	Type of Flight Plan Filed:	None
Destination:	, OR (EUG)	Type of Clearance:	None
Departure Time:	0000	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):	DEBRA J ECKROTE
Additional Participating Persons:	MARY SALAZAR; HILLSBORO, OR
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 <a href="mailto:pubinq@ntsb.gov">pubinq@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> .