



# National Transportation Safety Board Aviation Accident Final 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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## Analysis

The pilot reported to the operator that the engine experienced a loss of power during the return leg of a cross-country flight. A forced landing was made on an open field. During the landing roll, the airplane collided with a fence. Inspection of the fuel tanks revealed that the left fuel tank was empty, 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. No fuel was added during the course of the cross-country flight.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to refuel which subsequently led to fuel exhaustion.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - FENCE

## Factual Information

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

Aircraft Make:	Cessna	Registration:	N5190B
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	15283798
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	09/11/1997, Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	59 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6884 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	CHUCKS SERVICE CENTER	Rated Power:	108 hp
Operator:	AERIAL COMM. OF AMERICA	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	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 **Report Date:** 11/10/1998

**Additional Participating Persons:** MARY SALAZAR; HILLSBORO, OR

**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 [pubinq@ntsb.gov](mailto:pubinq@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](#).