



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BENTON, KS	<b>Accident Number:</b>	CHI98LA138
<b>Date &amp; Time:</b>	05/02/1998, 2130 CDT	<b>Registration:</b>	N6977S
<b>Aircraft:</b>	Cessna 150H	<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 was on a cross country flight from Austin, Texas, to Benton, Kansas. After 5 hours and 45 minutes of flight the engine lost power. The pilot selected an open field in which to make a forced landing. The airplane contacted a hedgerow during touchdown. Post accident inspection revealed the left fuel tank was empty and the right fuel tank contained 7/8 of a gallon of fuel.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to assure an adequate fuel supply to complete the flight by refueling the airplane en route resulting in fuel exhaustion. A factor was the hedgerow which was contacted during the landing and the dark night conditions.

## Findings

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

### Findings

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

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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY LANDING

### Findings

4. LIGHT CONDITION - DARK NIGHT
5. TERRAIN CONDITION - HIGH VEGETATION

## Factual Information

On May 2, 1998, at 2130 central daylight time, a Cessna 150H, N6977S, was substantially damaged during a forced landing in a field in Augusta, Kansas, following a loss of engine power. The private pilot was not injured. The 14 CFR Part 91 flight was operating in visual meteorological conditions without a flight plan. The flight departed from the Executive Airpark Airport, Austin, Texas, at 1545 cdt, with a planned destination of Benton, Kansas.

The pilot reported that he had the airplane refueled prior to departing from Austin. The airplane holds 39 gallons of fuel. The pilot reported that when nearing Augusta, Kansas, the fuel gauges were indicating that the left tank was empty and the right tank was 1/8 full. He stated that he had his destination airport in site and was descended through 5,000 feet when the "...engine stopped running." The pilot stated that he circled a private airstrip which was on his sectional chart, but decided not to land there because of the darkness and nearby houses. He stated that he instead decided to land in an open field near the airstrip. The pilot stated that as he approached touchdown the airplane contacted a hedgerow appeared in the landing lights "...causing the damage in what would have otherwise been an uneventful landing."

Post accident inspection of the airplane revealed the left fuel tank was empty and the right fuel tank contained 7/8 of a gallon of fuel.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	40, 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
<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--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/11/1997
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	116 hours (Total, all aircraft), 44 hours (Total, this make and model), 116 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 11 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6977S
Model/Series:	150H 150H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15067677
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	12/01/1997, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200-A
Registered Owner:	RUDY WILSON	Rated Power:	100 hp
Operator:	RUDY WILSON	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	ICT, 1332 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	2156 CDT	Direction from Accident Site:	260°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14° C / 6° C
Precipitation and Obscuration:			
Departure Point:	AUSTIN, TX (3R3)	Type of Flight Plan Filed:	None
Destination:	(1K1)	Type of Clearance:	None
Departure Time:	1545 CDT	Type of Airspace:	Class E

## 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):** TODD J CARLSON **Report Date:** 01/28/2000

**Additional Participating Persons:** DAN BIRKY; WITICHA, KS

**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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