



National Transportation Safety Board Aviation Accident Final Report

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| Location: | HASWELL, CO | Accident Number: | DEN93LA072 |
| Date & Time: | 07/01/1993, 1030 MDT | Registration: | N704QR |
| Aircraft: | CESSNA 150M | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

WHILE ON A STUDENT SOLO CROSS COUNTRY TRAINING FLIGHT, THE ALTERNATOR FAILED AND THE STUDENT FAILED TO RECOGNIZE THE FAILURE. THE LORAN, WHICH HE WAS USING FOR NAVIGATION, FAILED SO HE SWITCHED TO THE VOR. THAT ALSO FAILED AND HE THEN NOTICED HIS FUEL GAUGES WERE LOW AND THOUGHT HE WAS RUNNING OUT OF FUEL. THE STUDENT PILOT ATTEMPTED TO LAND ON A RURAL ROAD AND WENT OFF THE SIDE OF THE ROAD INTO A DITCH. THE FLIGHT DEPARTED WITH FULL FUEL WHICH PROVIDES APPROXIMATELY 4 HOURS AND 30 MINUTES ENDURANCE. THE ACTUAL DURATION OF THE FLIGHT WAS 1 HOUR AND 45 MINUTES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE STUDENT PILOT TO MAINTAIN CONTROL OF THE AIRCRAFT DURING LANDING ROLL. FACTORS WERE: ALTERNATOR FAILURE, FAILURE OF THE STUDENT PILOT TO FOLLOW PROCEDURES AND DIRECTIVES, AND FAILURE OF THE STUDENT PILOT TO PERFORM FUEL CONSUMPTION CALCULATIONS.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: CRUISE - NORMAL

Findings

1. (F) ELECTRICAL SYSTEM,ALTERNATOR - FAILURE,TOTAL
2. (F) PROCEDURES/DIRECTIVES - NOT USED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
4. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
5. (F) FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
6. TERRAIN CONDITION - ROADWAY/HIGHWAY
7. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

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|----------------------------------|--|--|----------------------------|
| Certificate: | Student | Age: | 40, Male |
| Airplane Rating(s): | None | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 04/08/1993 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 41 hours (Total, all aircraft), 24 hours (Total, this make and model), 10 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--------------------------------|---|-----------------|
| Aircraft Make: | CESSNA | Registration: | N704QR |
| Model/Series: | 150M 150M | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 15078794 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | 06/04/1993, Annual | Certified Max Gross Wt.: | 1500 lbs |
| Time Since Last Inspection: | 82 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 5228 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | O-200-A |
| Registered Owner: | CARL SCOTT AND LARRY WAGNER | Rated Power: | 100 hp |
| Operator: | CARL SCOTT AND LARRY WAGNER | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| 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 | 5 Miles |
| Lowest Ceiling: | None / 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: | 27° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | WATKINS, CO (FTG) | Type of Flight Plan Filed: | VFR |
| Destination: | LAMAR, CO (LHX) | Type of Clearance: | VFR |
| Departure Time: | 0845 MDT | Type of Airspace: | Class G |

Wreckage and Impact Information

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|---------------------|--------|----------------------|-------------|
| 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

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|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | NORMAN F WIEMEYER | Report Date: | 11/03/1993 |
| Additional Participating Persons: | TONY CHARLSTON; DENVER, CO | | |
| 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 pubinquiry@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](#).