



National Transportation Safety Board Aviation Accident Final Report

Location:	BALD KNOB, AR	Accident Number:	FTW93LA224
Date & Time:	08/01/1993, 0915 CDT	Registration:	N66081
Aircraft:	CESSNA 150M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

APPROXIMATELY 20 MINUTES FROM THE PLANNED DESTINATION, AND 2 HOURS AND 5 MINUTES AFTER DEPARTURE, A TOTAL LOSS OF ENGINE POWER OCCURRED. DURING THE FORCED LANDING TO AN UNEVEN FIELD, THE NOSE GEAR COLLAPSED. AN ON SITE EXAMINATION OF THE FUEL SYSTEM REVEALED THAT THE LEFT FUEL TANK DID NOT CONTAIN FUEL AND THE RIGHT FUEL TANK CONTAINED LESS THAN ONE GALLON OF FUEL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL EXHAUSTION DUE TO THE PILOT'S FAILURE TO REFUEL. A FACTOR WAS THE LACK OF SUITABLE TERRAIN FOR THE FORCED LANDING.

Findings

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

Findings

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

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

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On August 1, 1993, at approximately 0915 central daylight time, a Cessna 150M, N66081, sustained substantial damage near Bald Knob, Arkansas, during a forced landing following a loss of engine power. The private pilot was not injured. Visual meteorological conditions prevailed for the personal cross country flight.

During interviews, conducted by a Federal Aviation Administration (FAA) inspector, with the pilot the following information was revealed. The pilot departed Lexington, Mississippi, at 0710 after adding ten gallons of fuel for the planned two hour flight to Batesville, Arkansas. Approximately 20 minutes from the destination, the engine lost power. A forced landing was initiated to a field. During the landing roll, the nose gear collapsed when it hit a hole in the uneven terrain.

The Pilot/Operator report submitted to the Safety Board, revealed that fuel on board at departure was 19 gallons.

During an on site examination of the fuel system by a FAA inspector, the fuel tank integrity had not been compromised and no fuel was found in the left fuel tank and less than one gallon was found in the right fuel tank.

Pilot Information

Certificate:	Private	Age:	32, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
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--no waivers/lim.	Last FAA Medical Exam:	03/30/1993
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	131 hours (Total, all aircraft), 34 hours (Total, this make and model), 87 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N66081
Model/Series:	150M 150M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15075821
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	48 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	BRYANT, STEVEN J.	Rated Power:	100 hp
Operator:	BRYANT, STEVEN J.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JBR, 264 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	0748 CDT	Direction from Accident Site:	75°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27° C / 22° C
Precipitation and Obscuration:			
Departure Point:	LEXINGTON, MS (19M)	Type of Flight Plan Filed:	None
Destination:	BATESVILLE, AR (BVX)	Type of Clearance:	None
Departure Time:	0710 CDT	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): JOYCE M SMITH **Report Date:** 09/13/1994

Additional Participating Persons: RODNEY L DOSS; LITTLE ROCK, AR

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, 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](#).