



National Transportation Safety Board Aviation Accident Data Summary

Location:	JENSEN BEACH, FL	Accident Number:	MIA91LA090
Date & Time:	03/01/1991, 0200 EST	Registration:	N5282H
Aircraft:	CESSNA 152	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

THE FUEL TANKS WERE TOPPED OFF & THE ACFT WAS FLOWN FOR .5 HOUR BEFORE THE ACCIDENT PLT RENTED THE ACFT. NO FURTHER SERVICING WAS PERFORMED. THE ACCIDENT FLT DEPARTED WITH LESS-THAN-FULL TANKS & WHILE RETURNING TO LAND FOLLOWING AN APRX 3-HR FLT, THE ENG QUIT DUE TO FUEL EXHAUSTION. THE PLT STARTED IT MOMENTARILY BUT IT QUIT AGAIN. DURING THE LANDING ROLL FOLLOWING THE FORCED LANDING, THE ACFT COLLIDED WITH A PALM TREE. THE FUEL TANKS WERE DRAINED WHICH REVEALED THAT THEY CONTAINED 1.5 GALS. THE OWNER'S MANUAL STATES THAT THE UNUSABLE FUEL QUANTITY FOR BOTH FUEL TANKS IS 1.5 GALS. REVIEW OF ACFT RECORDS REVEALED THAT THE ACFT WAS OPERATED FOR 3.8 HRS SINCE LAST REFUELING.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER IN-FLIGHT PLANNING DECISION BY THE PILOT RESULTING IN THE TOTAL LOSS OF ENGINE POWER DUE TO FUEL EXHAUSTION. CONTRIBUTING TO THE ACCIDENT WERE THE UNRELIABLE FUEL QUANTITY INDICATORS.

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (F) FUEL SYSTEM,FUEL QUANTITY FLOAT/SENSOR - UNRELIABLE

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

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - TREE(S)

Pilot Information

Certificate:	Private	Age:	30
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	
Flight Time:	131 hours (Total, all aircraft), 105 hours (Total, this make and model), 84 hours (Pilot In Command, all aircraft), 91 hours (Last 90 days, all aircraft), 61 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5282H
Model/Series:	152 152	Engines:	1 Reciprocating
Operator:	TREASURE COAST FLIGHT ACADEMY	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-L2C
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	PBI, 19 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 10000 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 340°
Temperature:	20° C	Visibility	8 Miles
Precipitation and Obscuration:			
Departure Point:	FORT PIERCE, FL (FPR)	Destination:	STUART, FL (SUA)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Adopted Date:	01/25/1993
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the

accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.