



National Transportation Safety Board Aviation Accident Final Report

Location:	GREENVILLE, SC	Accident Number:	MIA99LA209
Date & Time:	08/01/1999, 1354 EDT	Registration:	N3206V
Aircraft:	Cessna 150M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated he left his origination airport with a topped off left wing tank and 1/4 to 1/2 showing on the right wing tank. At about 3 miles from his destination, at about 1,500 feet agl, the engine vibrated and quit. The pilot tried to glide to an off duty runway but collided with a dirt embankment short of the runway. About 3 quarts of fuel were drained from the airplane's total fuel system, postcrash, and no evidence of any precrash fuel leakage could be found.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A total loss of engine power while in descent for landing due to fuel exhaustion as a result of the pilot's failure to properly plan and load the fuel required, and the subsequent collision with the terrain during a forced landing.

Findings

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

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

3. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

On August 1, 1999, about 1354 eastern daylight time, a Cessna 150M, N3206V, registered to a private individual, operating as a Title 14 CFR Part 91 personal flight, crashed on approach to Donaldson Center Airport, Greenville, South Carolina. Visual meteorological conditions prevailed and no flight plan was filed. The airplane sustained substantial damage, the private-rated pilot was not injured, and a passenger received minor injuries. The flight originated from Myrtle Beach, South Carolina, at 1116.

According to the pilot, the fuel onboard when he made his takeoff from Myrtle Beach International Airport was 16 gallons. Most of the cruise portion of the flight was flown at 8,500 feet msl, 2,550 rpm, and mixture leaned. He was in his descent at 2,600 feet msl, and about 3 miles from his landing airport when the airframe and engine began to vibrate and the engine quit. He set up a glide for the nearest possible airport landing site, a closed runway at Donaldson Center Airport, but instead, impacted an embankment short of the runway.

According to the FAA inspector, the total amount of fuel remaining in the airplane's fuel system, postcrash, was about 3 quarts. About 1 quart was spilled moving the wreckage, and another 2 quarts were removed, using a 32-ounce container. The wing tanks had not been compromised in the crash and there was no evidence of fuel leakage, precrash. The pilot had mentioned that one of his pre-purchase discrepancies was a leaking gascolator. According to the maintenance records, the fuel selector valve was replaced, and no repeat of the fuel leak was noted. The airplane had undergone an annual inspection about 63 tachometer recorded hours before the accident.

From the "Operational Data" chapter of the Cessna 150M operating handbook, the fuel consumption rate at standard atmospheric conditions, with proper leaning, for a cruise altitude of 8,500 feet at 2,550 rpm is about 4.3 gallons/hour and takeoff and climb is another 2.8 gallons. Accordingly, a 2-hour 38-minute flight would use about 14.1 gallons. The accident flight's total usable fuel load, using the pilot's figures, was about 12.5 gallons, (the Cessna 150M operating handbook states the fuel system contains unusable fuel of 3.5 gallons).

Pilot Information

Certificate:	Private	Age:	29, 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:	07/06/1998
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	111 hours (Total, all aircraft), 111 hours (Total, this make and model), 87 hours (Pilot In Command, all aircraft), 29 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:	N3206V
Model/Series:	150M 150M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15076421
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	12/19/1998, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	60 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3993 Hours	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200-A
Registered Owner:	JEFF ADDYMAN	Rated Power:	100 hp
Operator:	JEFF ADDYMAN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GMU, 1048 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	1353 EDT	Direction from Accident Site:	15°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	9 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	38° C / 22° C
Precipitation and Obscuration:			
Departure Point:	MYRTLE BEACH, SC (MYR)	Type of Flight Plan Filed:	None
Destination:	GREENVILLE, SC (GYH)	Type of Clearance:	VFR
Departure Time:	1116 EDT	Type of Airspace:	Class E

Airport Information

Airport:	GREENVILLE-DONALDSON CEN (GYH)	Runway Surface Type:	
Airport Elevation:	955 ft	Runway Surface Condition:	Rough
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ALAN C STONE	Report Date:	12/04/2000
Additional Participating Persons:	SCOTT CAMP; COLUMBIA, SC		
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](#).