



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	BEAUMONT, TX	<b>Accident Number:</b>	FTW00LA023
<b>Date &amp; Time:</b>	11/01/1999, 1630 CST	<b>Registration:</b>	N7833X
<b>Aircraft:</b>	Cessna 172B	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

The airplane's engine lost power as a result of fuel exhaustion, and during the ensuing forced landing the airplane struck trees. According to the flight instructor, he visually confirmed that each fuel tank was 1/2 full before departing on a local training flight. He estimated that he had approximately 2 hours of flying time, based on the quantity of fuel in the tanks. The flight departed, flew approximately one hour, and returned to the airport. The student was executing touch-and-go landings, and on the fourth takeoff/climb, as the airplane turned crosswind, the engine began to 'sputter.' The flight instructor assumed control of the airplane and aligned it with runway 13. After the airplane had overflown 1/2 of the 3,601-foot runway, he advanced the throttle to see if the engine would respond. The engine responded, and he initiated a climb to set up for another landing. As the instructor turned the airplane back toward runway 31, the engine lost total power. The airplane came to rest 0.5 miles north of the approach end of runway 31. The FAA inspector, who examined the airplane, stated that both fuel tanks contained residual fuel only.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Fuel exhaustion as a result of the flight instructor's failure to refuel the airplane. A factor was the lack of suitable terrain for the forced landing.

## Findings

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

### Findings

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

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: EMERGENCY DESCENT/LANDING

### Findings

3. OBJECT - TREE(S)
4. (F) TERRAIN CONDITION - NONE SUITABLE

## Pilot Information

<b>Certificate:</b>	Flight Instructor	<b>Age:</b>	
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	445 hours (Total, all aircraft), 146 hours (Total, this make and model), 345 hours (Pilot In Command, all aircraft), 207 hours (Last 90 days, all aircraft), 98 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N7833X
<b>Model/Series:</b>	172B 172B	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	DONALD LEWIS	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-300-D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BPT, 15 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 5500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	12 knots / , 360°
<b>Temperature:</b>	21°C	<b>Visibility:</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(BMT)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	BEAUMONT MUNICIPAL (BMT)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	31	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3601 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): GEORGIA R SNYDER      Adopted Date: 11/30/2000

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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