



National Transportation Safety Board Aviation Accident Final Report

Location:	MORGAN HILL, CA	Accident Number:	LAX00LA284
Date & Time:	08/01/2000, 1253 PDT	Registration:	N60764
Aircraft:	Cessna 150J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

Near the end of a cross-country flight, the student pilot performed an off-airport emergency landing 3 miles from his intended destination following loss of engine power. During the landing, the airplane collided with ground obstructions. The pilot later acknowledged that he exhausted the aircraft's fuel supply. He said that a fueller was supposed to have filled the aircraft to capacity prior to his departure but did not. During his preflight inspection of the aircraft the pilot did not remove the fuel caps and visually check that the tanks were full.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power due to fuel exhaustion, which resulted from the pilot's inadequate preflight inspection and failure to verify the fuel supply onboard the airplane.

Findings

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

Findings

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

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On August 1, 2000, at 1253 hours Pacific daylight time, a Cessna 150J, N60764, lost engine power and collided with ground obstructions during an off-airport forced landing 3 miles northeast of Morgan Hill, California. The student pilot, the sole occupant, was seriously injured. The aircraft, operated by the pilot under 14 CFR Part 91, received substantial damage. The flight departed Fresno Yosemite International Airport, Fresno, California, at an unknown time, and was scheduled to terminate at South County Airport of Santa Clara, San Martin, California. Visual meteorological conditions existed for the instructional flight and no flight plan was filed.

According to an inspector from the Federal Aviation Administration (FAA) San Jose (California) Flight Standards District Office, the pilot acknowledged in an interview that he ran out of fuel. The accident location was about 3 miles from his intended destination. The pilot said that a fueler was supposed to have filled the aircraft to capacity before his departure but evidently did not. During his preflight inspection of the aircraft the pilot did not remove the fuel caps and visually check that the tanks were full.

The Safety Board mailed an NTSB form 6120.1/2, Pilot/Operator Aircraft Accident Report on August 1, 2000, to the pilot's FAA address of record. A follow-up letter and copy of the form were sent August 25, 2000. Neither form was returned.

Pilot Information

Certificate:	Student	Age:	26, Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
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:	09/23/1999
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	30 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N60764
Model/Series:	150J 150J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	15070559
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	O-200
Registered Owner:	ANTHONY J. CHIMINELLO	Rated Power:	100 hp
Operator:	ANTHONY J. CHIMINELLO	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SJC, 58 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	1253 PDT	Direction from Accident Site:	305°
Lowest Cloud Condition:	Scattered / 6000 ft agl	Visibility	9 Miles
Lowest Ceiling:	Broken / 9000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	83° C / 63° C
Precipitation and Obscuration:			
Departure Point:	FRESNO, CA (FAT)	Type of Flight Plan Filed:	None
Destination:	SAN MARTIN, CA (Q99)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): RICHARD B PARKER **Report Date:** 07/17/2001

Additional Participating Persons: CYNTHIA A JESCH; SAN JOSE, CA

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](#).