



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	NASHVILLE, AR	<b>Accident Number:</b>	FTW01LA001
<b>Date &amp; Time:</b>	10/01/2000, 1600 CDT	<b>Registration:</b>	N11390
<b>Aircraft:</b>	Cessna 150L	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

During the takeoff, the single-engine airplane 'began to run rough for a few minutes.' The pilot landed the airplane at the airport, taxied to the ramp area, and conducted a ground run of the airplane. No discrepancies were noted during the ground run, and the pilot performed the second takeoff. During that takeoff/initial climb, approximately 400 feet agl, the engine began to run rough and then stopped completely. The pilot landed the airplane in a field adjacent to the airport, and during the landing roll, the airplane struck a terrace, collapsed the nose landing gear, nosed over and came to rest inverted. The operator reported an accumulated flight time of 3 hours since the last known refueling. The pilot/operator estimated the fuel at the last takeoff was 8 gallons. No evidence of fuel was found at the accident site or in the airplane. The integrity of the fuel system was not compromised. No discrepancies were noted during the 17-minute post-accident engine run.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to refuel resulting in loss of engine power due to fuel exhaustion. A factor was the lack of suitable terrain for the forced landing.

## Findings

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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

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Occurrence #2: FORCED LANDING  
Phase of Operation: TAKEOFF - INITIAL CLIMB

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - BERM

## Factual Information

On October 1, 2000, at 1600 central daylight time, a Cessna 150L single-engine airplane, N11390, sustained substantial damage following a loss of engine power during takeoff/initial climb from the Nashville Howard County Airport, near Nashville, Arkansas. The airplane was owned and operated by Pro Aviation, Inc., of Mountain Home, Arkansas. The private pilot, sole occupant, was not injured. Visual meteorological conditions prevailed for the cross-country flight to Mountain Home, Arkansas, with a refueling stop planned at Hot Springs, Arkansas. The 14 Code of Federal Regulations Part 91 flight was originating at the time of the accident. A flight plan was not filed.

The pilot reported that earlier in the day, he and a passenger departed Mountain Home, Arkansas, with full fuel for the cross-country flight to Nashville. The GPS time recorded for the flight was 1 hour and 53 minutes. After deplaning the passenger at Nashville, the pilot took another passenger for a local flight for 10 to 15 minutes in the vicinity of Nashville. After returning the passenger to the Nashville Howard County Airport, the pilot departed for the return cross-country flight to Mountain Home.

During the takeoff, the airplane "began to run rough for a few minutes." The pilot landed the airplane on runway 19, taxied to the ramp area, and conducted a ground run of the airplane. No discrepancies were noted during the ground run, and the pilot performed the second takeoff. During the runway 19 takeoff/initial climb, approximately 400 feet agl, the engine began to run rough and then stopped completely. With the engine stopped, the pilot determined that the airplane would not make the airport. The pilot landed the airplane in a field adjacent to the airport, and during the landing roll, the airplane struck a terrace, collapsed the nose landing gear, nosed over and came to rest inverted.

Local authorities reported that the vertical stabilizer was damaged and the propeller blades were straight. The FAA inspector, who responded to the accident site, found no evidence of fuel at the site or in the airplane. He further reported that the integrity of the fuel system was not compromised. The operator reported an accumulated flight time of 3 hours since the last known refueling. In the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), it was reported that the estimated fuel on board at the last takeoff was 8 gallons.

At 1553, the local weather observation at Texarkana, Arkansas (31 nautical miles southwest of the accident site), reported the wind from 200 degrees at 10 knots.

The wings were removed from the airframe and the airplane was transported to Air Salvage of Dallas, Lancaster, Texas, for further investigation. On November 15, 2000, the engine remained attached to the airframe with the original propeller installed for an engine run. No discrepancies were noted during the 17 minute engine run at various power settings.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/09/1999
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	271 hours (Total, all aircraft), 70 hours (Total, this make and model), 187 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N11390
<b>Model/Series:</b>	150L 150L	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	15075379
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	09/20/2000, Annual	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	28 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	7195 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	PRO AVIATION, INC	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	PRO AVIATION, INC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TXK, 389 ft msl	Distance from Accident Site:	31 Nautical Miles
Observation Time:	1553 CDT	Direction from Accident Site:	210°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29° C / 12° C
Precipitation and Obscuration:			
Departure Point:	(M77)	Type of Flight Plan Filed:	None
Destination:	HOT SPRINGS, AR (HOT)	Type of Clearance:	
Departure Time:	1600 CDT	Type of Airspace:	Class G

## Airport Information

Airport:	NASHVILLE HOWARD COUNTY (M77)	Runway Surface Type:	Asphalt
Airport Elevation:	553 ft	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	
Runway Length/Width:	3660 ft / 50 ft	VFR Approach/Landing:	Forced Landing

## 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 ROACH	Report Date:	05/09/2001
Additional Participating Persons:	DAVID HALL; LITTLE ROCK, AR TONY BAUMGARD; DALLAS, TX		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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