



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CLINTON, MD	<b>Accident Number:</b>	BFO90FA067
<b>Date &amp; Time:</b>	08/01/1990, 2315 EDT	<b>Registration:</b>	N6288G
<b>Aircraft:</b>	CESSNA 150K	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

THE INSTRUCTOR (CFI) & STUDENT MET AT THE AIRPORT FOR A NIGHT FLIGHT, AFTER THE FUEL PUMPS HAD BEEN SHUT OFF. THEY WERE TOLD THE AIRPLANE HAD BEEN FLOWN EARLIER THAT DAY. THE CFI ELECTED TO PREFLIGHT THE AIRPLANE. HE STATED THAT HE THOUGHT THE RIGHT TANK WAS ABOUT HALF FULL & THE LEFT TANK WAS ABOUT 1/3 FULL. THEY TOOK OFF AT ABOUT 2200 EDT & MADE 3 FULL STOP LANDINGS, THEN DEPARTED & FLEW IN THE LOCAL AREA. THE PILOTS RETURNED & MADE 2 MORE LANDINGS. DURING TOOK OFF FROM THE LAST LANDING, AT ABOUT 2315 EDT, THE ENGINE LOST POWER & THE PILOTS WERE FORCED TO LAND IN TREES OFF THE END OF RUNWAY 23.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER PLANNING/DECISION BY THE INSTRUCTOR PILOT (CFI), WHICH RESULTED IN FUEL EXHAUSTION DUE TO AN INADEQUATE SUPPLY OF FUEL.

## Findings

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

### Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
2. (C) FLUID,FUEL - EXHAUSTION
3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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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: LANDING

### Findings

4. OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	27, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6288G
<b>Model/Series:</b>	150K 150K	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	15071788
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	ROSE VALLEY AVIATION, INC	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	ROSE VALLEY AVIATION, INC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2315	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24° C / -18° C
Precipitation and Obscuration:			
Departure Point:	(W32)	Type of Flight Plan Filed:	None
Destination:	(W32)	Type of Clearance:	None
Departure Time:	2200 EDT	Type of Airspace:	

## Airport Information

Airport:	HYDE FIELD (W32)	Runway Surface Type:	Asphalt
Airport Elevation:	249 ft	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	3000 ft / 60 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ALFRED W DICKINSON	Report Date:	12/19/1994
Additional Participating Persons:			
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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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](#).