



National Transportation Safety Board Aviation Accident Final Report

Location:	COLUMBIA, CA	Accident Number:	LAX91LA023
Date & Time:	11/02/1990, 1700 PST	Registration:	N4687X
Aircraft:	CESSNA 150G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE DAMAGED AIRCRAFT WAS FOUND BY TOULUMNE COUNTY OFFICERS ABANDONED IN A FIELD ABOUT TWO MILES SOUTH OF THE COLUMBIA AIRPORT. NO FUEL WAS FOUND IN THE AIRCRAFT TANKS. THE PILOT DID NOT REPORT THE ACCIDENT AND HAS NOT RESPONDED TO REQUESTS FOR INFORMATION BY EITHER THE SHERIFF'S DEPARTMENT, THE FAA, OR THE NTSB.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: POOR PLANNING WHICH RESULTED IN FUEL EXHAUSTION.

Findings

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

Findings

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

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

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

Findings

4. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Student	Age:	49, 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):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/12/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	25 hours (Total, all aircraft), 25 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4687X
Model/Series:	150G 150G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	15064737
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-200 A
Registered Owner:	UNKNOWN	Rated Power:	100 hp
Operator:	TOMMY J. RAU	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

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):	JEFF RICH	Report Date:	11/23/1992
Additional Participating Persons:	JIM SHAMP; FRESNO, 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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).