



National Transportation Safety Board Aviation Accident Data Summary

| | | | |
|--------------------------------|---|-------------------------|------------|
| Location: | BOLIVAR, TN | Accident Number: | ATL89LA119 |
| Date & Time: | 04/01/1989, 1630 CST | Registration: | N6475Q |
| Aircraft: | CESSNA 152 | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Analysis

THE ACFT WAS IN THE TRAFFIC PATTERN TO BOLIVAR AIRPORT WHEN THE ENGINE QUIT. THE PILOT HAD FLOWN ABOUT 4.0 HOURS AND ESTIMATED THAT HE HAD ABOUT 6.4 GALLONS OF FUEL RESERVE FOR THE FLT. THE WRECKAGE EXAMINATION FAILED TO DISCLOSE ANY SYSTEM MALFUNCTION OR COMPONENT FAILURE. THE AIRCRAFT COLLIDED WITH A TREE DURING THE LANDING.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO PROPERLY PLAN REQUIRED FUEL FOR THIS FLIGHT WHICH RESULTING IN FUEL EXHAUSTION AND A FORCED LANDING IN A FIELD.

Findings

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

Findings

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

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. OBJECT - TREE(S)

Pilot Information

| | | | |
|---------------------------|---|-----------------------|------|
| Certificate: | Private | Age: | 28 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 191 hours (Total, all aircraft), 57 hours (Total, this make and model), 41 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------|---|----------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N6475Q |
| Model/Series: | 152 152 | Engines: | 1 Reciprocating |
| Operator: | BOLIVAR AVIATION | Engine Manufacturer: | LYCOMING |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-235-L2C |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Meteorological Information and Flight Plan

| | | | |
|----------------------------------|-----------------------|------------------------------|------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Witness |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | Light and Variable / , |
| Temperature: | -18°C | Visibility | 10 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | HOLY SPRING, MS (M41) | Destination: | BOLIVAR, TN (M08) |

Airport Information

| | | | |
|----------------------|-----------------------|---------------------------|---------|
| Airport: | HARDEMAN COUNTY (M08) | Runway Surface Type: | Asphalt |
| Runway Used: | 18 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 4000 ft / 50 ft | | |

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 |
| Latitude, Longitude: | | | |

Administrative Information

Investigator In Charge (IIC): PHILLIP POWELL Adopted Date: 05/22/1990

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.