



National Transportation Safety Board Aviation Accident Data Summary

Location:	ANDALUSIA, AL	Accident Number:	ATL87LA155
Date & Time:	06/01/1987, 1720 CDT	Registration:	N22553
Aircraft:	CESSNA 150H	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

THE CFI WAS GIVING INSTRUCTION TO A BEGINNING STUDENT. DURING PREFLIGHT HE NOTED THAT THE LT TANK FUEL GAUGE INDICATED 'FULL' WHILE THE RT TANK GAUGE INDICATED '1/2 FULL'. AFTER ABOUT 40 MINUTES OF FLYING THE ENGINE BEGAN TO RUN ROUGH, DURING CLIMBOUT AFTER A PRACTICE T&G LDG. THE CFI LANDED THE ACFT, LEFT THE ENGINE RUNNING WITH THE STUDENT HOLDING THE BRAKES, AND VISUALLY INSPECTED THE FUEL SUPPLY; HE OBSERVED A FUEL LEVEL ABOUT 'THREE INCHES IN DEPTH' IN BOTH TANKS. AFTER A RUN-UP, ANOTHER TAKEOFF WAS MADE. AT ABOUT 350 FT AGL, THE ENGINE BEGAN TO RUN ROUGH AND LOST POWER ALTOGETHER. A LDG WAS SUBSEQUENTLY MADE STRAIGHT AHEAD INTO A FRESHLY-PLOWED FIELD WHERE THE ACFT NOSED OVER INVERTED. SUBSEQUENT CALCULATIONS INDICATED THAT ABOUT 3 GALLONS OF FUEL REMAINED ON BOARD AT THE TIME OF THE LAST TAKEOFF, ACCORDING TO THE CFI. TYPE CERTIFICATE DATA FOR THE 150H INDICATES THAT 3.5 GALS OF THE ACFT TOTAL FUEL CAPACITY IS UNUSABLE.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
3. (C) FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND(CFI)
4. (C) JUDGMENT - POOR - PILOT IN COMMAND(CFI)
5. (C) REFUELING - NOT OBTAINED - PILOT IN COMMAND(CFI)

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

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. (F) TERRAIN CONDITION - SOFT

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	32
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
Flight Time:	1031 hours (Total, all aircraft), 590 hours (Total, this make and model), 911 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N22553
Model/Series:	150H 150H	Engines:	1 Reciprocating
Operator:	M & M FLYING SERVICE, INC.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-200 A
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:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	32 °C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	ANDALUSIAOPP (79J)	Runway Surface Type:	Dirt
Runway Used:	29	Runway Surface Condition:	Soft
Runway Length/Width:	5000 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	2 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): SCOTT STRICKLAND Adopted Date: 05/27/1988

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.