



National Transportation Safety Board Aviation Accident Final Report

Location:	MANGUM, OK	Accident Number:	FTW88LA034
Date & Time:	12/02/1987, 1730 CST	Registration:	N3888V
Aircraft:	CESSNA 150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

ACCORDING TO THE PILOT, THE ENGINE STARTED RUNNING ROUGH DURING CRUISE FLIGHT. HE ELECTED TO MAKE A FORCED LANDING AND INTENTIONALLY STALLED THE AIRCRAFT INTO SOME TREES TO CUSHION THE IMPACT, SUBSTANTIALLY DAMAGING THE AIRCRAFT. THE PILOT FURTHER STATED THAT THE ROUGH RUNNING ENGINE WAS DUE TO FUEL STARVATION.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - 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

3. (F) STALL/MUSH - INTENTIONAL - PILOT IN COMMAND
4. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	25, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/03/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	65 hours (Total, all aircraft), 65 hours (Total, this make and model), 42 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3888V
Model/Series:	150 150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15076647
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	100 Hour	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	25 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4600 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	BILLY ROY	Rated Power:	100 hp
Operator:	BILLY ROY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LTS, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1658	Direction from Accident Site:	0°
Lowest Cloud Condition:	Thin Overcast / 25000 ft agl	Visibility	12 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	2 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12° C / -2° C
Precipitation and Obscuration:			
Departure Point:	ALTUS, OK (AXS)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1610 CST	Type of Airspace:	Class G

Airport Information

Airport:	MANGUM (OK11)	Runway Surface Type:	Grass/turf
Airport Elevation:	1430 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	RALPH L WILSON	Report Date:	06/16/1989
Additional Participating Persons:	GARY TAYLOR; BETHANY, OK		
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/ .		

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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](#).