



National Transportation Safety Board Aviation Accident Final Report

Location:	Orem, UT	Accident Number:	DEN04LA056
Date & Time:	04/02/2004, 0300 MST	Registration:	N66758
Aircraft:	Cessna 150M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot said that he "ran out of fuel." The pilot attempted a forced landing to an open field near the east shore of the lake. During the forced landing, the airplane's right wing struck several branches on the top of a 50-foot tree and the airplane subsequently struck the ground in a nose-down attitude. An examination of the airplane showed that both wing fuel tanks were intact. Approximately 2 cups of fuel was recovered from the tanks.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper in-flight planning and decision making, resulting in fuel exhaustion and the loss of engine power. Contributing factors include the dark night light conditions, and the trees.

Findings

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

Findings

1. (F) FLUID,FUEL - EXHAUSTION
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

3. (F) OBJECT - TREE(S)
4. (F) LIGHT CONDITION - DARK NIGHT

Factual Information

On April 2, 2004, at approximately 0300 mountain standard time, a Cessna 150M, N66758, was substantially damaged when it impacted trees during a forced landing to a field near Orem, Utah. The private pilot, and passenger sustained minor injuries. Night visual meteorological conditions prevailed at the time of the accident. The personal cross-country flight was being conducted under the provisions of Title 14 CFR Part 91 without a flight plan. The flight to Provo, Utah, originated at Emmett, Idaho, at approximately 0010.

The pilot said that he "ran out of fuel," and was forced to make an emergency landing. Prior to the flight, the pilot purchased 22.8 gallons of fuel. During the flight to Provo, the engine "cut" as he was flying south over Utah Lake. The pilot attempted a forced landing to an open field near the east shore of the lake. During the forced landing, the airplane's right wing struck several branches on the top of a 50-foot tree near the edge of the field. The airplane spun to the right, approximately 180 degrees, and struck the ground in a nose-down attitude approximately 100 feet southeast of the tree.

According to Cessna's pilot operating handbook (POH), for a Cessna 150M with standard fuel tanks, the total fuel capacity is 26 gallons, and the total useable fuel is 22.5 gallons.

An examination of the airplane showed the airplane's engine separated from the firewall, the upper portion of the firewall crushed aft, the leading edges of both wings crushed aft, and a buckled aft fuselage. Further examination showed both fuel tanks were intact. On draining both wing tank sumps, approximately 2 cups of fuel was recovered.

Pilot Information

Certificate:	Private	Age:	28, 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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/05/2002
Occupational Pilot:		Last Flight Review or Equivalent:	10/24/2002
Flight Time:	216 hours (Total, all aircraft), 208 hours (Total, this make and model), 165 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N66758
Model/Series:	150M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	15076255
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	02/07/2004, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	13.4 Hours	Engines:	1 Reciprocating
Airframe Total Time:	8961.6 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-200
Registered Owner:	Rustin L. Pearce	Rated Power:	100 hp
Operator:	Rustin L. Pearce	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	KPVU, 4494 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	0255 MST	Direction from Accident Site:	330°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Overcast / 75 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	9°C / 6°C
Precipitation and Obscuration:			
Departure Point:	Emmett, ID (S78)	Type of Flight Plan Filed:	None
Destination:	Provo, UT (PVU)	Type of Clearance:	VFR
Departure Time:	0010 MST	Type of Airspace:	Class E

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): David C Bowling **Report Date:** 09/29/2004

Additional Participating Persons: Richard Jeffs; Federal Aviation Administration; Salt Lake City, UT

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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