



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	McHenry, MD	<b>Accident Number:</b>	NYC07LA021
<b>Date &amp; Time:</b>	11/02/2006, 1210 EST	<b>Registration:</b>	N7953F
<b>Aircraft:</b>	Cessna 150F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

The pilot serviced the airplane with fuel about 2 flight hours prior to the accident flight. During the preflight inspection prior to the accident flight, the pilot did not visually verify the fuel level, as he had done prior to the previous flight, but assumed about 7 gallons of fuel remained in the fuel tanks. About 1 minute after takeoff the engine began to "sputter," and the pilot made an off-airport forced landing. During the postaccident recovery efforts, less than one gallon of fuel was drained from each of the airplane's fuel tanks. When fuel was added, the engine was successfully started and run.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight inspection, which resulted in fuel exhaustion and a loss of engine power during takeoff-initial climb.

## Findings

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

### Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY DESCENT/LANDING

### Findings

3. OBJECT - TREE(S)

## Factual Information

On November 2, 2006, at 1210 eastern standard time, a Cessna 150F, N7953F, was substantially damaged during a forced landing near McHenry, Maryland. The certificated private pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the flight, which departed Garrett County Airport (2G4), Oakland, Maryland, destined for Grant County Airport (W99), Petersburg, West Virginia. The personal flight was conducted under 14 CFR Part 91.

During a telephone interview, and during an interview conducted by a Federal Aviation Administration (FAA) inspector, the pilot recounted the events that transpired prior to and during the accident flight. He stated that the airplane was based at Pottstown/Limerick Airport (PTW), Pottstown, Pennsylvania. Prior to departing from Pottstown, the pilot serviced the airplane with 18.9 gallons of fuel. The pilot stated that 6 gallons were added to the left fuel tank, and that the right fuel tank was "topped off." He then verified the fuel quantity by visually examining the level in the fuel tanks. The pilot routinely flew from Pottstown to Garrett County, a flight which typically lasted about 2 hours. The flight immediately prior to the accident flight took slightly longer than 2 hours, with no mechanical abnormalities noted during the flight. The airplane was not serviced with fuel after that flight, or prior to the accident flight.

On the day of the accident, the pilot performed a preflight inspection of the airplane, which did not include a visual verification of the fuel level, and completed a run up check of the engine prior to takeoff. He assumed, based on past flying experience, about 7 gallons of fuel remained in the tanks. The takeoff proceeded normally; however, about 1 minute later the engine began to "sputter." The pilot notified the airport via the Unicom frequency that the airplane was having engine problems, and turned back towards the airport. He then realized that he would not be able to make it back to the airport, and chose a field to perform a forced landing to. During the landing, the right wing of the airplane struck several small trees and a fence, resulting in substantial damage.

FAA inspectors examined the airplane at the accident site. According to the inspectors, when power was applied to the fuel quantity indicating system, the right fuel tank gauge displayed an empty indication, and the left fuel gauge was slightly below the empty indication. Damage to the right fuel tank sump precluded any sampling, and fuel drained from the left fuel tank sump was "good." No fuel could be drained from the gascolator. The airplane was subsequently recovered on November 11, 2006. During the recovery efforts, less than one gallon of fuel was drained from each fuel tank. When fuel was added, the engine was successfully started and run.

The pilot held a private pilot certificate with a rating for airplane single engine land. His most recent FAA third class medical certificate was issued on August 26, 2006. The pilot reported to the Safety Board that he had approximately 1,100 total hours of flight experience at the time of the accident.

The weather conditions reported at Greater Cumberland Regional Airport (CBE), Cumberland, Maryland, about 27 nautical miles east, at 1153, included clear skies, winds from 290 degrees at 9 knots, gusting to 21 knots, temperature 44 degrees Fahrenheit, dewpoint 27 degrees Fahrenheit, and an altimeter setting of 30.16 inches of mercury.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without Waivers/Limitations	<b>Last Medical Exam:</b>	08/01/2006
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	09/01/2006
<b>Flight Time:</b>	1100 hours (Total, all aircraft), 1000 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Cessna	<b>Registration:</b>	N7953F
<b>Model/Series:</b>	150F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15064053
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	09/01/2005, Annual	<b>Certified Max Gross Wt.:</b>	1680 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200A
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	On file	<b>Air Carrier Operating Certificate:</b>	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	CBE, 775 ft msl	Observation Time:	1153 EST
Distance from Accident Site:	27 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	90°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	7° C / -3° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	9 knots/ 21 knots, 290°	Visibility (RVR):	
Altimeter Setting:	30.16 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Oakland, MD (2G4)	Type of Flight Plan Filed:	None
Destination:	Petersburg, WV (W99)	Type of Clearance:	None
Departure Time:	1205 EDT	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		

## Administrative Information

Investigator In Charge (IIC):	Luke Schiada	Adopted Date:	09/14/2007
Additional Participating Persons:	David Gary; FAA/FSDO; Baltimore, MD		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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