



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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

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

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

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

### Findings

3. OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1100 hours (Total, all aircraft), 1000 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N7953F
<b>Model/Series:</b>	150F	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-200A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CBE, 775 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	9 knots / 21 knots, 290°
<b>Temperature:</b>	7°C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Oakland, MD (2G4)	<b>Destination:</b>	Petersburg, WV (W99)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	39.564722, -79.375556		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Luke Schiada	<b>Adopted Date:</b>	09/14/2007
<b>Investigation Docket:</b>	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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