



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	St. Augustine, FL	<b>Accident Number:</b>	ERA10LA127
<b>Date &amp; Time:</b>	02/01/2010, 1331 EST	<b>Registration:</b>	N3995J
<b>Aircraft:</b>	CESSNA 150G	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot refueled the airplane and departed. While cruising at altitudes varying between 6,500 feet and 2,500 feet above ground level, he noticed that the right fuel gauge was fluctuating around the empty indication and the left fuel gauge was giving intermittent indications. The pilot elected to land at an airport that was en route to his destination. As the airplane approached the airport, the engine experienced a total loss of power due to fuel exhaustion. The pilot made a forced landing to a highway about 600 yards short of the airport and, after maneuvering to avoid traffic, the airplane struck road signs and came to rest in a ditch. The pilot stated that he always based fuel consumption on time, altitude and temperature, and monitored it with a stopwatch. Subsequent fuel consumption calculations indicated that at the rpm setting provided by the pilot, the airplane should have had well in excess of 30 minutes of fuel onboard when the engine ceased operating, about 2.5 hours after takeoff. Postaccident examination of the airplane revealed fuel stains under the right under-wing area, flap, and fuselage. The stained was a result of fuel leakage due to a failure of the right wing fuel tank sending unit gasket.

## Flight Events

Enroute - Fuel related  
Enroute-descent - Fuel exhaustion  
Enroute-descent - Loss of engine power (total)  
Emergency descent - Off-field or emergency landing  
Landing-landing roll - Collision with terr/obj (non-CFIT)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
A loss of engine power due to fuel exhaustion caused by the failure of the right wing fuel tank sending unit gasket, which resulted in a forced landing.

## Findings

Aircraft-Aircraft systems-Fuel system-Fuel storage-Damaged/degraded - C  
Aircraft-Fluids/misc hardware-Misc hardware-(general)-Not specified - C

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	71
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	4289 hours (Total, all aircraft), 2700 hours (Total, this make and model), 4200 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N3995J
<b>Model/Series:</b>	150G	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	0-200 SERIES
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	SGJ, 10 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	15 knots/ 25 knots, 270°
<b>Temperature:</b>	21° C / 3° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Georgetown, SC (GGE)	<b>Destination:</b>	St. Augustine, FL (SGJ)

## Airport Information

<b>Airport:</b>	St. Augustine (SGJ)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## 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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Paul R Cox	<b>Adopted Date:</b>	04/07/2011
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75325">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75325</a>		

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