



Aviation Investigation Final Report

Location:	FORT WORTH, Texas	Accident Number:	FTW92FA107
Date & Time:	April 8, 1992, 22:00 Local	Registration:	N67816
Aircraft:	CESSNA 150 II	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

DURING A NIGHT VFR SOLO CROSS-COUNTRY FLIGHT THE STUDENT PILOT BECAME DISORIENTED AND LANDED AT AN ALTERNATE ENROUTE AIRPORT. HE SUBSEQUENTLY DEPARTED WITHOUT REFUELING AND AGAIN BECAME DISORIENTED AND WAS UNABLE TO FIND HIS FINAL DESTINATION AIRPORT. HE FOUND A KNOWN REFERENCE AND WAS ATTEMPTING TO FLY TO HIS DESTINATION WHEN THE ENGINE BEGAN TO LOSE POWER. AT THAT POINT THE PILOT TURNED TOWARDS ALLIANCE AIRPORT WHEN TOTAL POWER LOSS OCCURRED. DURING THE FORCED LANDING EMERGENCY DESCENT THE AIRPLANE STRUCK A TRANSMISSION LINE AND A TREE BEFORE AN UNCONTROLLED IMPACT WITH THE TERRAIN. ONE HALF PINT OF FUEL WAS FOUND IN THE FUEL TANKS AT THE ACCIDENT SITE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A FUEL EXHAUSTION INDUCED ENGINE POWER LOSS DUE TO THE PILOT'S FAILURE TO REFUEL. A FACTOR WAS THE PILOT'S INADVERTENT DISORIENTATION.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (F) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. (C) FLUID,FUEL - EXHAUSTION
3. (C) REFUELING - NOT PERFORMED - 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

4. OBJECT - WIRE,TRANSMISSION
5. OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Student	Age:	21, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
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:	February 21, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	30 hours (Total, all aircraft), 30 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N67816
Model/Series:	150 II 150 II	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	15282034
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	February 23, 1991 100 hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	62 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6586 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	HODGE, ANTHONY W.	Rated Power:	110 Horsepower
Operator:	HODGE, ANTHONY W.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/bright
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WICHITA FALLS (T47)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	21:30 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	FORT WORTH ALLIANCE AFW	Runway Surface Type:	Asphalt
Airport Elevation:	722 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	
Runway Length/Width:	9600 ft / 150 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Smith, Joyce
Additional Participating Persons:	STANLEY H COBB; FORT WORTH , TX
Original Publish Date:	June 11, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=18356

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).