



Aviation Investigation Final Report

Location:	BALD KNOB, Arkansas	Accident Number:	FTW93LA224
Date & Time:	August 1, 1993, 09:15 Local	Registration:	N66081
Aircraft:	CESSNA 150M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

APPROXIMATELY 20 MINUTES FROM THE PLANNED DESTINATION, AND 2 HOURS AND 5 MINUTES AFTER DEPARTURE, A TOTAL LOSS OF ENGINE POWER OCCURRED. DURING THE FORCED LANDING TO AN UNEVEN FIELD, THE NOSE GEAR COLLAPSED. AN ON SITE EXAMINATION OF THE FUEL SYSTEM REVEALED THAT THE LEFT FUEL TANK DID NOT CONTAIN FUEL AND THE RIGHT FUEL TANK CONTAINED LESS THAN ONE GALLON OF FUEL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL EXHAUSTION DUE TO THE PILOT'S FAILURE TO REFUEL. A FACTOR WAS THE LACK OF SUITABLE TERRAIN FOR THE FORCED LANDING.

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
 2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE

4. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On August 1, 1993, at approximately 0915 central daylight time, a Cessna 150M, N66081, sustained substantial damage near Bald Knob, Arkansas, during a forced landing following a loss of engine power. The private pilot was not injured. Visual meteorological conditions prevailed for the personal cross country flight.

During interviews, conducted by a Federal Aviation Administration (FAA) inspector, with the pilot the following information was revealed. The pilot departed Lexington, Mississippi, at 0710 after adding ten gallons of fuel for the planned two hour flight to Batesville, Arkansas. Approximately 20 minutes from the destination, the engine lost power. A forced landing was initiated to a field. During the landing roll, the nose gear collapsed when it hit a hole in the uneven terrain.

The Pilot/Operator report submitted to the Safety Board, revealed that fuel on board at departure was 19 gallons.

During an on site examination of the fuel system by a FAA inspector, the fuel tank integrity had not been compromised and no fuel was found in the left fuel tank and less than one gallon was found in the right fuel tank.

Pilot Information

Certificate:	Private	Age:	32, 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:	March 30, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	131 hours (Total, all aircraft), 34 hours (Total, this make and model), 87 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N66081
Model/Series:	150M 150M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15075821
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	48 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	BRYANT, STEVEN J.	Rated Power:	100 Horsepower
Operator:		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:	Day
Observation Facility, Elevation:	JBR ,264 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	07:48 Local	Direction from Accident Site:	75°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LEXINGTON , MS (19M)	Type of Flight Plan Filed:	None
Destination:	BATESVILLE , AR (BVX)	Type of Clearance:	None
Departure Time:	07:10 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.300796,-91.569686(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Joyce
Additional Participating Persons:	RODNEY L DOSS; LITTLE ROCK , AR
Original Publish Date:	September 13, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18803

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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](#).