



Aviation Investigation Final Report

Location:	LUSBY, Maryland	Accident Number:	ATL82DA070
Date & Time:	March 14, 1982, 16:10 Local	Registration:	N159TC
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT WAS ON A CROSS-COUNTRY FLIGHT FROM LEONARDTOWN, MD TO CUMBERLAND, MD TO LANCASTER, PA AND THEN RETURN TO LEONARDTOWN. BEFORE TAKEOFF, THE STUDENT WAS INSTRUCTED TO REFUEL AT CUMBERLAND OR LANCASTER BEFORE CONTINUING. THE STUDENT STATED THAT HE HAD REQUESTED SERVICES AT LANCASTER, BUT HE RECEIVED NO FUEL. HE CHECKED THE FUEL GAUGES. REPORTEDLY, THE LEFT AND RIGHT GUAGES INDICATED 3/4 AND 3/8 FULL, RESPECTIVELY. THE STUDENT CHECKED THE FUEL TANKS AND BELIEVED THE FUEL GAUGES WERE APPROXIMATELY CORRECT. HOWEVER, WHILE ON THE LAST LEG OF THE CROSS-COUNTRY FLIGHT, THE ENGINE LOST POWER. DURING A FORCED LANDING, THE AIRCRAFT HIT A CONCRETE OBJECT AND OVERTURNED. THE 300 PLUS MILE FLIGHT WOULD HAVE TAKEN ABOUT 5 HOURS AND 50 MINUTES TO FLY. THIS WOULD HAVE REQUIRED ABOUT 28 GALLONS OF FUEL. THE USEFUL FUEL LOAD OF THE AIRCRAFT WAS 24.5 GALLONS. NO FUEL WAS PURCHASED EN ROUTE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - ERRATIC
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) INSTRUCTIONS,WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
4. (C) FLUID,FUEL - EXHAUSTION

Factual Information

Pilot Information

Certificate:	Student	Age:	29, Male
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		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:	September 9, 1980
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	47 hours (Total, all aircraft), 30 hours (Total, this make and model), 22 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N159TC
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	152-80724
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	600 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-235-L2C
Registered Owner:	ROGER T. COLEMAN	Rated Power:	110 Horsepower
Operator:	ST. MARY'S AERO SERVICE	Operating Certificate(s) Held:	
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LANCASTER , PA	Type of Flight Plan Filed:	VFR
Destination:	LEONARDTOWN , MD	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

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

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:	38.410156,-76.449401(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: March 14, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71517>

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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](#).