



Aviation Investigation Final Report

Location:	Eldorado, Texas	Accident Number:	GAA18CA514
Date & Time:	August 26, 2018, 19:00 Local	Registration:	N1701Q
Aircraft:	Cessna 150	Aircraft Damage:	Substantial
Defining Event:	Fuel exhaustion	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he departed with 26 gallons of fuel. He added that, about 3.5 hours into the flight, he asked flight following where the closest airports were because he had become concerned that he was "near the fuel limit." During their exchange, the engine lost power. He declared an emergency, rocked the wings, applied full-rich mixture, and restarted the engine, "which worked [for] 15 seconds or less." He then conducted an emergency landing near the end of a road, and the airplane bounced, veered left, impacted a pipe, and the nose landing gear collapsed.

The airplane sustained substantial damage to the engine mount.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's improper preflight fuel planning, which resulted in a total loss of engine power due to fuel exhaustion.

Findings

Aircraft	Fuel - Fluid level
Personnel issues	Fuel planning - Pilot
Environmental issues	(general) - Contributed to outcome

Factual Information

History of Flight

Enroute-cruise	Fuel exhaustion (Defining event)
Enroute	Loss of engine power (total)
Enroute	Attempted remediation/recovery
Landing	Off-field or emergency landing
Landing	Collision with terr/obj (non-CFIT)
Landing	Landing gear collapse

Pilot Information

Certificate:	Private	Age:	72,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 16, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 31, 2018
Flight Time:	(Estimated) 250 hours (Total, all aircraft), 110 hours (Total, this make and model), 180 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1701Q
Model/Series:	150 L	Aircraft Category:	Airplane
Year of Manufacture:	1971	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15073001
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1601 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-200 SERIES
Registered Owner:		Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KOZA,2382 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	00:15 Local	Direction from Accident Site:	237°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 20 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	33°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Houston, TX (LVJ)	Type of Flight Plan Filed:	None
Destination:	Pecos, TX (PEQ)	Type of Clearance:	VFR flight following
Departure Time:	15:30 Local	Type of Airspace:	Class G

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:	30.907222,-100.899719(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Frank Fortmann; FAA; San Antonio, TX
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98170

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).