



# Aviation Investigation Final Report

<b>Location:</b>	Dune City, Oregon	<b>Accident Number:</b>	WPR23LA309
<b>Date &amp; Time:</b>	July 28, 2023, 16:30 Local	<b>Registration:</b>	N66165
<b>Aircraft:</b>	Cessna 150M	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Fuel exhaustion	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he was enroute to acquire additional fuel but ran out of fuel and experienced a total loss of engine power before reaching the destination. The airplane collided with trees during the forced landing, substantially damaging both wings. 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 fuel management, which resulted in fuel exhaustion, a total loss of engine power, and impact with terrain.

## Findings

<b>Personnel issues</b>	Preflight inspection - Pilot
<b>Personnel issues</b>	Fuel planning - Pilot
<b>Personnel issues</b>	Decision making/judgment - Pilot

## Factual Information

### History of Flight

Enroute	Fuel exhaustion (Defining event)
---------	----------------------------------

### Pilot Information

Certificate:	Private	Age:	67,
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2800 hours (Total, all aircraft), 2800 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N66165
Model/Series:	150M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15075887
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	Reciprocating
Airframe Total Time:		Engine Manufacturer:	Teledyne Continental
ELT:	Installed, activated	Engine Model/Series:	O-200-A
Registered Owner:	On file	Rated Power:	
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:	KOTH, 214 ft msl	Distance from Accident Site:	29 Nautical Miles
Observation Time:	16:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	18°C / 13°C
Precipitation and Obscuration:			
Departure Point:	Cape Blanco, OR	Type of Flight Plan Filed:	None
Destination:	Dunes Park, OR	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

## Airport Information

Airport:	Cape Blanco 5S6	Runway Surface Type:	
Airport Elevation:	214 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.883773,-124.13721(est)

## Administrative Information

Investigator In Charge (IIC):	Basti, Paymaun
Additional Participating Persons:	Jon Bergstrom; FAA; Portland, OR
Original Publish Date:	January 4, 2024
Last Revision Date:	
Investigation Class:	<a href="#">Class 4</a>
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=192832">https://data.nts.gov/Docket?ProjectID=192832</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).