

Summary of aviation incidents at Ormond Beach Airport - from NTSB aviation incident databases:**Note: I gathered this information from doing internet searches and created the below report..****Links used are listed at the end of the report**

In 11 years, from 2001 to 2012, 15 incidents have occurred involving Ormond Beach Airport and thirteen of the fifteen involved flight schools. Several involved Euro American School of Aviation (formerly Ormond Beach Aviation -which changed names after several incidents) and Ormond Beach Aviation. This does not include a 1999 incident mentioned below.

The NTSB and FAA are slow to conclude their reports and have delayed gathering data. The 7/10/2011 crash, item 3, was not completed and posted online until April 2013, almost two years later.

1. 8-24-2012 - Sunrise Aviation - aircraft went off end of runway - no injuries
2. 11-17-2011 - Private aircraft - bounced landing - 1 minor injury
3. 7-10-2011 - **Euro American School of Aviation** aircraft - student pilot - aircraft crashed into trees (no fuel, read report)
- 2 serious injuries
4. 8-23-08 - **Euro American School of Aviation** aircraft - student pilot - 2 minor injuries
5. 8-19-2007 - LAFT Asset Management - Airplane was being used by **Ormond Beach Aviation** (which later became Euro American School of Aviation) student pilot - 1 serious injury
6. 7-23-2007 - HRAD Group - Helicopter incident - student pilot - 2 minor injuries
7. 10-21-2006 - Four Star Aero Services - student pilot - no injury
8. 5-16-2006 - **Ormond Beach Aviation** - student pilot - no injury
9. 11-15-2003 - Sunrise Aviation - student pilot - no injury
10. 5-23-1003 - Theibeaux Aviation - not student pilot related - no injury
11. 6-4-2002 - **Euro American School of Aviation** aircraft on current registration, formerly Ormond Beach Aviation - student pilot - 2 minor injuries
12. 2-25-2002 - **Euro American School of Aviation** aircraft on current registration, formerly Ormond Beach Aviation - student pilot - no injury
13. 9/5/2001 - **Euro American School of Aviation** aircraft on current registration, formerly Ormond Beach Aviation - student pilot - no injury
14. 7/21/2001 - registered to BCC Equipment Leasing Corp. (at time of incident)
and operated by Embry-Riddle Aeronautical University - student pilot - no injury
15. 4-9-2001 - registered to Boeing Capital, and operated by Embry-Riddle Aeronautical University - student pilot - no injury

In addition, read at the end of the page about an incident July 24, 1999 involving Ormond Beach Aviation and the response to the FAA investigator.

1. 8-24-2012 - Sunrise Aviation - no injuries -

2. 11-17-2011 - Private aircraft had a bounced landing with one minor injury. The NTSB report does not indicate training was involved.

3. 7-10-2011 - Euro American School of Aviation aircraft - when you read the report it shows their was no fuel in the tank or carburetor

PRELIMINARY REPORT THAT WAS ONLINE UNTIL APRIL 2013 (FINAL REPORT FOLLOWS):

NTSB Identification: **ERA11LA393**, 14 CFR Part 91: General Aviation, Accident occurred Sunday, July 10, 2011 in Ormond Beach, FL
Aircraft: PIPER PA-28-161, registration: N9202C, Injuries: 2 Serious.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On July 10, 2011, about 1115 eastern daylight time, a Piper PA-28-161, N9202C, registered to the Euro American School of Aviation Inc., was substantially damaged upon colliding with trees and the ground after a loss of engine power shortly after takeoff from the Ormond Beach Municipal Airport (OMN), Ormond Beach, Florida. The certificated flight instructor and student pilot sustained serious injuries. The airplane was operated under the provisions of 14 Code of Federal Regulations Part 141 as an instructional flight. Visual meteorological conditions prevailed, and no flight plan was filed.

The flight originated about 45 minutes prior to the accident from OMN, at which time the flight instructor and student pilot flew in the local area to practice flight maneuvers. The flight then returned to OMN to practice takeoffs and landings on runway 26. After the flight's second takeoff, the Ormond Beach Tower Control lost sight of the airplane.

The airplane collided with trees and terrain in a wooded area approximately 150 feet beyond the departure end of runway 26. The wreckage was resting just south of the extended runway centerline with its nose perpendicular to the centerline. The airplane sustained substantial damage to the fuselage and wings.

After the accident, the pilot reported that the engine had lost power just after takeoff.

After an on site examination of the wreckage by an FAA inspector, the airplane was recovered from the accident site for further examination.

FINAL REPORT:

NTSB Identification: **ERA11LA393**
14 CFR Part 91: General Aviation
Accident occurred Sunday, July 10, 2011 in Ormond Beach, FL
Aircraft: PIPER PA-28-161, registration: N9202C
Injuries: 2 Serious.

NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report.

On July 10, 2011, about 1115 eastern daylight time, a Piper PA-28-161, N9202C, registered to the Euro American School of Aviation Inc (EASA)., was substantially damaged during a forced landing after a loss of engine power shortly after takeoff from the Ormond Beach Municipal Airport (OMN), Ormond Beach, Florida. The flight instructor and student pilot sustained serious injuries. The airplane was operated under the provisions of 14 Code of Federal Regulations Part 91 as an instructional flight. Visual meteorological conditions prevailed, and no flight plan was filed for the local flight that originated at 1030 from OMN.

FULL NARRATIVE ON ABOVE CRASH

ERA11LA393

On July 10, 2011, about 1115 eastern daylight time, a Piper PA-28-161, N9202C, registered to the Euro American School of Aviation Inc (EASA)., was substantially damaged during a forced landing after a loss of engine power shortly after takeoff from the Ormond Beach Municipal Airport (OMN), Ormond Beach, Florida. The flight instructor and student pilot sustained serious injuries. The airplane was operated under the provisions of 14 Code of Federal Regulations Part 91 as an instructional flight. Visual meteorological conditions prevailed, and no flight plan was filed for the local flight that originated at 1030 from OMN.

The flight originated about 45 minutes prior to the accident from OMN, at which time the flight instructor and student pilot flew in the local area to practice flight maneuvers. The flight then returned to OMN to practice takeoffs and landings on runway 26. After the flight's second takeoff, the Ormond Beach Tower Control lost sight of the airplane. The airplane first collided with trees in a wooded area approximately 150 feet beyond the departure end of runway 26. The wreckage came to rest on the ground just south of the extended runway centerline with its nose perpendicular to the centerline. The airplane sustained substantial damage to the fuselage and wings.

In a written statement, the flight instructor reported that the flight was his second of the day in N9202C. He stated that the student pilot was new to the flight school and this was his first flight in the USA. The student had about 26 hours of previous flight training in the United Kingdom. During the preflight, the instructor said that he verified the amount of fuel and talked about the differences between the airplanes the student had previously flown and the PA-28. The instructor reported that there was at least 12 gallons of 100LL fuel per tank equaling a total of 24 gallons. He stated that based on his experience with the aircraft, 24 gallons should have been sufficient for 3 hours of training flight at a fuel consumption of 8 gallons per hour.

The instructor stated that since the flight was the student's first in the PA-28 and also his first in the USA, the startup process and taxi took longer than usual. He said that it took a minimum of 0.2 hours until they were ready to go through the power check checklist, which included switching fuel tanks. After takeoff, the airplane was flown to a local practice area to perform routine training maneuvers, then returned to the airport for touch and go practice landings and takeoffs. The instructor performed the first touch and go to show the student the procedures used at the flight school. On the second touch and go takeoff which was flown by the student, the engine lost power after climbing to about 200 feet AGL. The instructor took the flight controls and realized that the airplane was too low to reach a safe landing area.

The instructor stated that about 40 minutes after the accident, a thunderstorm passed through the area and contaminated the accident site.

The NTSB did not travel to the accident site. On site examination of the airplane and engine was done by an FAA inspector, and his findings were relayed to the NTSB during a telephone interview.

There was no indication or evidence that the propeller was being driven by power prior to impact. Both fuel tanks were found compromised and void of fuel. A visual inspection of the aircraft controls indicated that the primer knob was stowed and the throttle was in the full forward position. The fuel selector knob was found in the left tank position. The electric fuel pump was found in the "ON" position, and the fuel mixture knob was found in a normal range for flight.

Inspection of the firewall mounted fuel filter screen revealed that it was clean and free of obstruction. *About one table spoon of fuel was detected in the bottom of the fuel bowl. No fuel was found in the carburetor bowl and the throttle linkage to the carburetor showed no signs of damage. When the carburetor jet was activated, it operated normally. The main fuel line that extended from the fuel tanks to the mechanical fuel pump was void of fuel when it was disconnected from the pump at the fuel pump fitting. Activation of the mechanical fuel pump lever indicated that the diaphragm was intact and operational, with no signs of damage or binding. No fuel was detected in the fuel pump bowl.*

Removal of the valve covers, and rotation of the propeller forward and aft resulted in the intake and exhaust valves opened and closed respectively. The left magneto was removed from the engine and checked for a short to ground. The unit showed no evidence of damage or internal failures. The right magneto could not be removed for inspection.

A review of EASA flight logs indicated that on the day of the accident, the airplane was flown on the first flight about 1.5 hours. The airplane crashed about 1.2 hours into the second flight. The log also indicated that the airplane was not refueled between flights. It was not possible to verify the aircraft fuel system quantity prior to the first flight on the day of the accident. However, a refueling slip for the airplane showed that the aircraft was last refueled on the day prior to the accident with about 26 gallons. According to the airplane's operating handbook, the total fuel capacity is 48 usable gallons (26 gallons per tank). Daily flight records for the airplane indicated that three different pilots flew the airplane for about 4.8 hours without evidence of refueling before it crashed.

The instructor pilot stated that there was about 12 gallons of fuel in each wing tank prior to the accident flight. According to performance charts in the airplane's operating handbook, best economy mixture settings would burn about 8.5 gallons per gallons per hour (GPH) which translates to about 1.4 hours of flight time for 12 gallons. The preflight ground checks of 0.2 hours and flight time of 1.2 hours would equate to about 1.4 hours of fuel burn for the accident flight. Both the instructor pilot and student pilot stated that the fuel selector was in the right tank position throughout the flight and was not switched to the left tank.

4: 8-23-08 - Euro American School of Aviation aircraft - student pilot - 2 minor injuries

The flight instructor and student pilot of the Cessna 152 found water in the fuel tanks during the preflight inspection. Large amounts of fuel had to be sumped to ensure all the water was removed. Their 1-hour instructional flight was uneventful. They returned to the departing airport, landed and took a short break from flying. They then returned to the airplane to continue the instructional training of touch-and-go landings. The fuel system was not sumped before the second flight. During the initial climb after the first touch-and-go, the engine lost all power about 300 feet above the ground. The flight instructor took over control of the airplane and landed on a golf course fairway, striking trees before coming to a stop. Postcrash examination revealed 6 ounces of water in the gascolator and the right fuel tank cap had indication of leaking and infiltration.

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

Both pilots' inadequate preflight inspection of the fuel.

FAA REGISTRY

N-Number Inquiry Results

N65436 is Assigned

Data Updated each Federal Working Day at Midnight



Aircraft Description			
Serial Number	15281551	Type Registration	Non Citizen Corporation
Manufacturer Name	CESSNA	Certificate Issue Date	05/16/1997
Model	152	Expiration Date	05/31/2014
Type Aircraft	Fixed Wing Single-Engine	Status	Valid
Pending Number Change	None	Type Engine	4 Cycle
Date Change Authorized	None	Dealer	No
MFR Year	1978	Mode S Code	52117166
		Fractional Owner	NO

Registered Owner			
Name	EURO AMERICAN SCHOOL OF AVIATION INC		
Street	770 AIRPORT RD STE 7		
City	ORMOND BEACH	State	FLORIDA
County	VOLUSIA	Zip Code	32174-8755
Country	UNITED STATES		

Airworthiness			
Engine Manufacturer	LYCOMING	Classification	Standard
Engine Model	0-235 SERIES	Category	None

5. 8-19-2007 - LAFT Asset Management - Airplane was being used by Ormond Beach Aviation (which later became Euro American School of Aviation)

On the morning of the accident, the student pilot and the certificated flight instructor (CFI) flew to a local airport and back, and then conducted several takeoffs and landings. After refueling, the CFI released the student pilot for solo flight to continue practicing takeoffs and landings. The student pilot took off approximately 1/2- hour after his previous taxi-out, and in the intervening period, the wind had increased. The student pilot performed a go-around from a landing to runway 08 following his first landing attempt. According to air traffic control tower personnel, the student pilot's second landing attempt was also unsuccessful, and the student pilot initiated a second go-around. During the go-around, the airplane banked to the left, descended, and impacted the grass approximately 600 feet north of the east-west active runway. The airplane was substantially damaged and the student pilot was seriously injured. A postaccident examination of the airplane did not reveal any preimpact failures or malfunctions. Winds about the time of the accident were from 070 degrees at 12 knots. All of the student pilot's flight time (27 total hours) was in the Liberty XL-2 (25 hours dual and 2 hours solo). Subsequent to the accident, the Federal Aviation Administration (FAA) released a "Fact Finding Investigation Report" on the Liberty XL-2 airplane. The investigation was initiated in response to a complaint from a flight school alleging safety deficiencies, and not in response to this accident. The report concluded that "the airplane controls are more sensitive to other training airplanes, but the airplane meets 14 CFR part 23, subpart B [design certification] requirements and is an acceptable airplane for training." The report also stated that the FAA "did not find any specific safety concerns that have not been addressed."

(This report was modified on June 19, 2009)

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

The student pilot's failure to maintain aircraft control during an attempted go-around.

FAA REGISTRY
N-Number Inquiry Results

N550XL is Assigned

Data Updated each Federal Working Day at Midnight



Aircraft Description			
Serial Number	0039	Type Registration	Non Citizen Corporation
Manufacturer Name	LIBERTY AEROSPACE INCORPORATED	Certificate Issue Date	02/23/2007
Model	LIBERTY XL-2	Expiration Date	12/31/2013
Type Aircraft	Fixed Wing Single-Engine	Status	Notice Ineff/Inval
Pending Number Change	None	Type Engine	Reciprocating
Date Change Authorized	None	Dealer	No
MFR Year	2006	Mode S Code	51600603
		Fractional Owner	NO

Registered Owner			
Name	LAFT ASSET MANAGEMENT INC		
Street	1500 VIRGINIA DALE ST		
City	HELENA	State	MONTANA
County	LEWIS AND CLARK	Zip Code	59601-5820
Country	UNITED STATES		

Airworthiness			
Engine Manufacturer	CONT MOTOR	Classification	Standard
Engine Model	IOF-240-B	Category	Normal
		A/W Date	11/17/2006

6. 7/23/2007 - HRAD Group - Helicopter incident - student pilot

The certified flight instructor (CFI) and a student pilot were practicing an engine failure, with a 180-degree turn. According to the CFI, the student pilot attempted to "stretch," to reach a field to the helicopter's left, even though a more obtainable field was located to the helicopter's right. The CFI called for a go-around at 150 feet above the ground; however, when the student pilot rolled on the throttle and pulled up on the collective, the rpm began to drop quickly, and the helicopter continued to descend. The CFI took the controls; however, the helicopter struck pine trees, and descended to the ground. Examination of the helicopter did not reveal any preimpact mechanical malfunctions.

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

The certified flight instructor's delayed remedial action, which resulted in an in-flight collision with trees.

FAA REGISTRY
N-Number Inquiry Results

N171TA is Assigned

Data Updated each Federal Working Day at Midnight



Aircraft Description			
Serial Number	0161	Type Registration	Corporation
Manufacturer Name	SCHWEIZER	Certificate Issue Date	09/10/2008
Model	269C-1	Expiration Date	09/30/2012
Type Aircraft	Rotorcraft	Status	Valid
Pending Number Change	None	Type Engine	Reciprocating
Date Change Authorized	None	Dealer	No
MFR Year	2003	Mode S Code	50217216
		Fractional Owner	NO
Registered Owner			
Name	HRAD GROUP LLC		
Street	4300 N OHIO ST		
City	SALINA	State	KANSAS
County	SALINE	Zip Code	67401-9291
Country	UNITED STATES		
Airworthiness			
Engine Manufacturer	LYCOMING	Classification	Standard
Engine Model	HO-360	Category	Normal
		A/W Date	11/04/2003

7. 10/21/2006 - Four Star Aero Services - student pilot

The pilot stated that the flight proceeded to the destination airport and was cleared by air traffic control to land on runway 8. The flight turned from the downwind leg onto base, then onto final approach and with 30-degrees of flaps extended, attempted to maintain 61 knots for the practice short field landing. She began to flare but felt the main landing gear wheels "skid against the pavement" and the airplane then became airborne. She maintained the aft elevator input and again felt the main landing gear wheels skid on the runway and the airplane became airborne again. After the third touchdown the airplane remained on the runway and she taxied to the ramp. According to the NTSB "Pilot/Operator Aircraft Accident/Incident Report" form, witness reported seeing a flat approach, contact with the runway, then the airplane porpoised. The recommendations section of the report indicates that a go-around should have been performed upon first indication of a faulty approach.

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

The failure of the student pilot to initiate a recovery from the bounced landing resulting in a hard landing.

FAA REGISTRY

N-Number Inquiry Results

N401ER has Assigned/Multiple Records

Data Updated each Federal Working Day at Midnight



Aircraft Description			
Serial Number	172S10057	Type Registration	Corporation
Manufacturer Name	CESSNA	Certificate Issue Date	06/03/2010
Model	172S	Expiration Date	12/31/2011
Type Aircraft	Fixed Wing Single-Engine	Status	Valid
Pending Number Change	None	Type Engine	Reciprocating
Date Change Authorized	None	Dealer	No
MFR Year	2005	Mode S Code	51130314
		Fractional Owner	NO

Registered Owner			
Name	FOUR STAR AERO SERVICES INC		
Street	17 WILLOW TRCE		
City	FLAGLER BEACH	State	FLORIDA
County	LAKE	Zip Code	32136-4939
Country	UNITED STATES		

Airworthiness			
Engine Manufacturer	LYCOMING	Classification	Standard
Engine Model	IO-360-L2A	Category	Normal
			Utility

8. 5/16/2006 - Ormond Beach Aviation - student pilot

The airplane was flown by the student and certified flight instructor (CFI) on 2 separate flights lasting a total of approximately 2.8 hours. While taxiing after landing following the second flight, the CFI reportedly advised the student to fill the fuel tanks before flying solo in the traffic pattern. The student reported that while taxiing after landing following the second flight the CFI advised him after looking at the fuel gauges to supply fuel to the engine from the left tank because it had a greater amount of fuel. The airplane was not fueled before the student departed solo and during the initial climb to remain in the traffic pattern, the engine sputtered. The student decreased the angle of attack and engine power was restored; this sequence was reported as occurring 3 times by a witness located on the airport. After the engine lost power a third time, engine power was not restored and the airplane collided with trees, then the ground during a forced landing. Postaccident inspection revealed the fuel selector was found positioned to the left fuel tank which was empty, while the right fuel tank was approximately 1/2 full. The airplane was recovered without removal of the wings and transported to the airport where the engine was started and operated without discrepancies to 1,000 rpm. Concern for internal engine damage precluded operation at a higher rpm. Examination of the fuel gauges revealed that with electrical power applied, the left fuel gauge "pegged full." The left fuel transmitter and left fuel gauge independently tested satisfactory. Examination of the electrical wiring from the left fuel transmitter to the fuel gauge revealed a discrepancy with a connection near the wing root.

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

A loss of engine power due to the student pilot's improper positioning of the fuel selector during takeoff. A contributing factor was the pilot's failure to abort the takeoff.

FAA REGISTRY**N-Number Inquiry Results**

N8149Q is Deregistered

Data Updated each Federal Working Day at Midnight

**Deregistered Aircraft**

Deregistered Aircraft 1 of 2			
Aircraft Description			
Serial Number	28-8016253	Type Registration	Non Citizen Corporation
Manufacturer Name	PIPER	Certificate Issue Date	06/08/1999
Model	PA-28-161	Mode S Code	52615732
Year Manufacturer	1979	Cancel Date	10/15/2007
Reason for Cancellation	Cancelled	Export To	None
Aircraft Registration prior to Deregistration			
Name	ORMOND BEACH AVIATION INC		
Street	770 AIRPORT RD STE 7		
City	ORMOND BEACH		
State	FLORIDA	Zip Code	32174-8784
County	VOLUSIA		
Country	UNITED STATES		
Deregistered Airworthiness			
Engine Manufacturer	LYCOMING	Classification	Standard
Engine Model	41508	Category	Normal
		A/W Date	01/21/1980

9. 11/15/2003 - Sunrise Aviation - student pilot

The student pilot stated that it was her first unsupervised solo and as she was executing the landing flare/touchdown, the airplane "porpoised", and she was unable to gain control. She said the nose gear collapsed, and the propeller contacted the runway, with the airplane incurring damage to the firewall. Prior to the accident, there were no mechanical failures or malfunctions to the airplane or any of its systems.

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

The student pilot improper recovery from a bounced landing, which resulted in a hard landing and damage to the airplane.

FAA REGISTRY

N-Number Inquiry Results

N24887 is Assigned

Data Updated each Federal Working Day at Midnight

Aircraft Description			
Serial Number	15280433	Type Registration	Corporation
Manufacturer Name	CESSNA	Certificate Issue Date	10/15/2002
Model	152	Expiration Date	12/31/2012
Type Aircraft	Fixed Wing Single-Engine	Status	Valid
Pending Number Change	None	Type Engine	4 Cycle
Date Change Authorized	None	Dealer	No
MFR Year	None	Mode S Code	50450507
		Fractional Owner	NO
Registered Owner			
Name	SUNRISE AVIATION INC		
Street	740 AIRPORT RD		
City	ORMOND BEACH	State	FLORIDA
County	VOLUSIA	Zip Code	32174-8755
Country	UNITED STATES		
Airworthiness			
Engine Manufacturer	Unknown	Classification	Standard
Engine Model	Unknown	Category	Utility
		A/W Date	11/07/1977

10. 5-23-03 - Theibeaux Aviation - not student pilot related

The pilot stated that the planned trip duration was between 2 hours 30 minutes and 2 hours 45 minutes. He originally planned to have 2 passengers on the flight but one of the passengers decided not to go. He and his wife arrived at the airport and the owner of the facility that rented the airplane to him asked him how much fuel was needed. A discussion with himself, the owner of the renting facility, and a certified flight instructor was held and it was agreed by all that a total of 40 gallons of fuel would be needed which included fuel for reserve. At 1710, the operator placed a fuel order with the only fuel facility on the airport. He performed his preflight inspection of the airplane at about 1740 hours which included a visual check of the fuel level in the fuel tanks. He estimated the total fuel capacity at the time of takeoff was 30 gallons. The engine was started at 1745, and taxied to runway 06. The flight departed and climbed to 7,500 feet where the flight proceeded direct to the destination (Daytona Beach International Airport). When the flight was just past Valdosta, he descended to 5,500 feet and remained at that altitude for a few minutes then descended to 3,000 feet to maintain VFR conditions. The flight continued and the pilot further stated that when over the St. Johns River just west of St. Augustine, he descended to 1,500 feet to maintain VFR conditions. When the flight was clear of weather he climbed to 2,500 feet and established radio contact with Daytona Beach Approach Control. The controller "gave us the go" for a left base to runway 7L at his destination airport when the flight was 7 miles away. At that time the engine lost power and he immediately switched to the left tank. During the flight he had repositioned the fuel selector every 30 minutes. The engine was operating so he elected to divert to Ormond Beach. The controller asked if there was a problem and he replied he needed to stop for fuel. The controller gave him a frequency change to the Ormond Beach UNICOM frequency, and there was no response to his radio calls. He turned close in on the base leg and while on final approach, the engine "cut out...." The propeller windmilled for a short time then stopped as the flight was clearing trees at the approach end of the runway. The airplane was landed in grass short of the runway resulting in collapse of the nose landing gear and subsequent nose over. He and the passenger (his wife) exited the airplane and walked to the airport for assistance. He further reported there was no mechanical failure or malfunction. According to a sergeant with the Ormond Beach Police Department who is familiar with aviation, the fuel tanks did not contain any fuel and there was no smell of fuel at the accident site or in the cabin. According to an FAA inspector who examined the airplane, both fuel gauges indicated empty with electrical power applied, and both fuel tanks were empty. The fuel selector was found positioned to the left fuel tank. No fuel was found in the gascolator. Examination of all engine controls and flight controls revealed no evidence of preimpact failure or malfunction. Examination of the propeller revealed 1 propeller blade was bent slightly at the tip. Damage to the airframe precluded an engine run. Examination of the engine revealed crankshaft and valve train continuity; no engine discrepancies were reported. According to the operator of the airplane, the airplane was last fueled on May 22, 2003, which brought the fuel level to the bottom of the tabs in each fuel tank (15 gallons a side). The engine was then operated for 24 minutes while on the ground; no flight was performed. He checked the fuel level in both fuel tanks earlier in the day of the accident date and reported that the fuel level in the left tank was below the bottom of the tab and the fuel level in the right fuel tank was at the bottom of the tab. He was aware that the accident pilot intended on flying the airplane and he asked the pilot how much fuel was needed for the trip. The reply was both sides to the slot which would give 20 gallons a side. He called the order in at 1710 hours. According to the fuel facility located on the airport, the fuel request was made but the flight departed before the airplane was fueled. Records provided by the owner indicate that at the time of the accident, the airplane had been operated for 2.7 hours since engine start. According to the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual, when fuel touches the bottom of the tab it indicates 15 gallons of fuel, of which 13.7 gallons are usable.

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

The pilot's inadequate preflight and his failure to refuel the airplane before departure resulting in the total loss of engine power due to fuel exhaustion and a hard landing during the subsequent forced landing.

FAA REGISTRY
N-Number Inquiry Results

N18936 is Assigned

Data Updated each Federal Working Day at Midnight

**Aircraft Description**

Serial Number	M-1989	Type Registration	Corporation
Manufacturer Name	BEECH	Certificate Issue Date	11/19/2002
Model	C23	Expiration Date	03/31/2013
Type Aircraft	Fixed Wing Single-Engine	Status	Valid
Pending Number Change	None	Type Engine	Reciprocating
Date Change Authorized	None	Dealer	No
MFR Year	1977	Mode S Code	50262373
		Fractional Owner	NO

Registered Owner

Name	THEIBEAUX AVIATION INC		
Street	1732 LEE ROAD 279		
City	SALEM	State	ALABAMA
County	LEE	Zip Code	36874-4770
Country	UNITED STATES		

Airworthiness

Engine Manufacturer	LYCOMING	Classification	Standard
Engine Model	O&VO-360 SER	Category	Normal
			Utility
		A/W Date	11/07/1977

11. 6-4-2002 - Euro American School of Aviation aircraft on current registration, formerly Ormond Beach Aviation - student pilot

The flight instructor stated that the takeoff and initial climb were uneventful, with the engine developing full power, and that during the climb the student pitched up excessively, and the airspeed decayed to near the stall speed. He said he then took control of the aircraft to avert a departure stall, and tried to clear trees at the end of the runway, steering the aircraft toward an area of lower trees, and extending the flaps to forty degrees in an attempt to balloon over the trees, but the left main landing gear became entangled in a tree, and the aircraft crashed incurring substantial damage. An FAA Inspector conducted a postaccident examination of the aircraft and stated that he did not find evidence of any preaccident failures or malfunctions to the aircraft or any of its systems which would have caused the accident.

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

The flight instructor's inadequate supervision of the dual student and failure to take prompt remedial action, resulting in a collision with a tree, a subsequent loss of control, and collision with the ground.

FAA REGISTRY
N-Number Inquiry Results

N63591 is Assigned

Data Updated each Federal Working Day at Midnight



Aircraft Description			
Serial Number	15077414	Type Registration	Non Citizen Corporation
Manufacturer Name	CESSNA	Certificate Issue Date	06/13/1992
Model	150M	Expiration Date	12/31/2011
Type Aircraft	Fixed Wing Single-Engine	Status	Valid
Pending Number Change	None	Type Engine	4 Cycle
Date Change Authorized	None	Dealer	No
MFR Year	1975	Mode S Code	52051774
		Fractional Owner	NO

Registered Owner			
Name	EURO AMERICAN SCHOOL OF AVIATION INC		
Street	770 AIRPORT ROAD SUITE 7		
City	ORMOND BEACH	State	FLORIDA
County	VOLUSIA	Zip Code	32174
Country	UNITED STATES		


Airworthiness			
Engine Manufacturer	CONT MOTOR	Classification	Standard
Engine Model	0-200 SERIES	Category	Utility
		A/W Date	10/17/1975

12. 2-25-2002 - Euro American School of Aviation aircraft on current registration, formerly Ormond Beach Aviation - student pilot

The student pilot entered the traffic pattern for landing. The pilot flared too high, bounced, and did not add power in an attempt to recover from the bounced landing resulting in the collapse of the nose gear. The student pilot had recorded as logged 8.5 total hours as pilot-in-command.

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

The student pilot's improper flare and failure to recover from a bounced landing resulting in the subsequent collapse of the nose gear during the landing flare touchdown. A factor contributing to the accident was the student pilot's lack of total experience.

	National Transportation Safety Board Factual Data Collection Report of Accident	
	ERA12CA076	
Aircraft Reg No: N9890J Most Critical Injury: None		
Location/Time		
Nearest City/Place: Ormond Beach, FL Occurrence Date: 11/17/2011 Occurrence Time: 1206 EST		
Flight Itinerary		
Last Depart. Point: Same as Accident/Incident Location Destination: Local Flight, FL		
Aircraft Information		
Type of Aircraft: Airplane (not Homebuilt) Make/Model: Cessna / A150M Serial Number: A1500699 Landing Gear: Tricycle Engine Type: Reciprocating Engine Make/Model: Cont Motor / O-200 A Aircraft Damage: Substantial Aircraft Fire: None		
Operator Information		
Registered Acft Owner: FLY 4 FUN OJ, INC. Operator of Aircraft: EURO AMERICAN SCHOOL OF AVIATION INC Operator Address: ORMOND BEACH, FL Reg. Flt. Conducted Under: Part 91: General Aviation		
Weather		
Condition of Light: Day Wx Cond. at Site: Visual Conditions		
First Pilot Information		

13. 9/5/2001 - Euro American School of Aviation aircraft on current registration, formerly Ormond Beach Aviation - student pilot

The student pilot was performing a soft field landing during a supervised solo flight, and she said that during the landing the aircraft bounced. She said she tried to recover by keeping the nose up, and then putting the nose down, but the aircraft bounced three times, and during the third bounce the nose came down, and the aircraft stopped. The flight instructor stated that he had showed the student soft field landings with both 20 and 40 degrees of flaps, and told her to perform them with 20 degrees of flaps, since he felt that she would not be able to handle the airplane with 40 degrees of flaps. The FAA inspector who conducted the postaccident examination of the aircraft said that during the landing, the landing gear failed, and was bent under the aircraft, bringing it to an abrupt halt. As a result, the firewall was damaged, and the forward fuselage wrinkled.

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

the student pilot's improper landing flare/touchdown while attempting to make a soft field landing during a supervised solo flight which resulted in substantial damage to the aircraft

FAA REGISTRY
N-Number Inquiry Results

N704KK is Assigned

Data Updated each Federal Working Day at Midnight



Aircraft Description			
Serial Number	15078670	Type Registration	Non Citizen Corporation
Manufacturer Name	CESSNA	Certificate Issue Date	02/25/1999
Model	150M	Expiration Date	12/31/2013
Type Aircraft	Fixed Wing Single-Engine	Status	Valid
Pending Number Change	None	Type Engine	4 Cycle
Date Change Authorized	None	Dealer	No
MFR Year	1976	Mode S Code	52262125
		Fractional Owner	NO

Registered Owner			
Name	EURO AMERICAN SCHOOL OF AVIATION INC		
Street	770 AIRPORT RD STE 7		
City	ORMOND BEACH	State	FLORIDA
County	VOLUSIA	Zip Code	32174-8784
Country	UNITED STATES		

Airworthiness			
Engine Manufacturer	CONT MOTOR	Classification	Standard
Engine Model	0-200 SERIES	Category	Utility
		A/W Date	09/02/1976

The information contained in this record should be the most current Airworthiness information available in the historical aircraft record. However, this data alone does not provide the

14. 7/21/2001 - registered to BCC Equipment Leasing Corp. (at time of incident) and operated by Embry-Riddle Aeronautical University - student pilot

During the student pilots first solo flight, and on the third landing, the airplane bounced on the runway, nose wheel first. The student reported a wind from the left, followed by a horizontal wind shift into a crosswind from the right. According to the student pilot, she overcompensated for the change in wind direction, distracting her from the landing and resulting in a late flare. The student cited "inexperience" as a factor in her hard landing. The student pilot did not report a mechanical problem with the airplane.

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

The student pilots improper flare, and improper recovery from a bounced landing. A factor was the student pilot's lack of total experience.

Data Updated each Federal Working Day at Midnight



Airworthiness			
Engine Manufacturer	LYCOMING	Classification	Standard
Engine Model	I0360 SER	Category	Normal
			Utility
		A/W Date	08/03/1998

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wreckage revealed that fuel was present in the fuel tanks.

The engine was examined under the supervision of the FAA at Ormond Beach Aviation's facility, Ormond Beach, Florida, on July 28, 1999. The examination revealed that the No. 2 exhaust valve was stuck in the open position. According to the FAA inspector's statement, "...the No. 2 exhaust valve was stuck open which led to a loss of power." Further examination of the cylinder revealed no discrepancies were found in the valve stem, valve guide size, or part numbers.

Toxicological tests were conducted on both pilots at the Federal Aviation Administration, Research Laboratory, Oklahoma City, Oklahoma, and revealed, "No ethanol or drugs detected in Blood."

Neither crewmember gave their version of the accident or made any statements. The FAA inspector stated, "the flight instructor suffered a head injury and could not remember the accident. The student [pilot] refused to speak with the FAA and returned to England a few days after the accident."

LINKS USED FOR DATA COLLECTION:

NTSB:

Incident database inquiry page: <http://www.nts.gov/aviationquery/index.aspx>

FAA:

N number inquiry: http://registry.faa.gov/aircraftinquiry/NNum_Inquiry.aspx

Note: This summary is subject to possible typographic errors but to the best of my knowledge, it is all correct. If any corrections need to be made they will be done as soon as I am notified.