



National Transportation Safety Board Aviation Accident Data Summary

Location:	LAKE HAVASU, AZ	Accident Number:	LAX97LA033
Date & Time:	11/01/1996, 2000 MST	Registration:	N2825V
Aircraft:	Cessna 150M	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The aircraft was fully serviced with 22.5 gallons of fuel before flight, and the pilot calculated that slightly less than 17 gallons would be needed. Approaching the destination, the pilot began a power-on, en route, cruise descent at 200 feet per minute. Shortly thereafter, the engine rpm 'dropped slightly for 4-5 seconds,' and then the engine lost power. The pilot said he was unable to restart the engine, and he prepared for a night forced landing in the desert. Subsequently, the aircraft hit a hillside in a nose high landing attitude, and the nose gear broke off. As the pilot was securing the aircraft, he observed fire in the engine compartment. Subsequently, a postcrash fire consumed the aircraft. During examination of the engine by an FAA airworthiness inspector, no preimpact discrepancy was identified. According to a current weather observation, the sky was clear, the temperature was 67 degrees, and the dew point was 41 degrees. Review of a carburetor icing probability chart showed moderate icing at cruise power and serious icing at glide power.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: carburetor ice, and failure of the pilot to use carburetor heat, which resulted in loss of engine power. Factors relating to the accident were: carburetor icing conditions, darkness, and the lack of suitable terrain for a forced landing.

Findings

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

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) FUEL SYSTEM,CARBURETOR - ICE
3. (C) CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

4. (F) LIGHT CONDITION - DARK NIGHT

- 5. (F) TERRAIN CONDITION - NONE SUITABLE
- 6. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	55
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
Flight Time:	2670 hours (Total, all aircraft), 60 hours (Total, this make and model), 2583 hours (Pilot In Command, all aircraft), 130 hours (Last 90 days, all aircraft), 46 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2825V
Model/Series:	150M 150M	Engines:	1 Reciprocating
Operator:	JEROME C. BURGE	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	O-200-A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	KIF, 781 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	15 knots / 28 knots, 340°
Temperature:	19°C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	CAMARILLO, CA (CMA)	Destination:	, AZ (HII)

Airport Information

Airport:	LAKE HAVASU CITY (HII)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): JEFF RICH Adopted Date: 08/21/1997

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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.