



National Transportation Safety Board Aviation Accident Final Report

Location:	MENTONE, TX	Accident Number:	FTW98LA204
Date & Time:	06/02/1998, 1250 CDT	Registration:	N6486T
Aircraft:	Cessna 150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The student pilot reported that the itinerary for his solo cross-country flight included stops at Mentone and Wink, and a return flight to Pecos. While in cruise flight, the engine began to run rough and the engine RPM dropped to somewhere around 1,200 to 1,500 RPM. After completing his emergency procedures, the pilot elected to execute a precautionary landing on the service road to an operating oil pump. During the precautionary landing on the narrow domed road, with the flaps fully extended, the pilot lost control of the airplane. The pilot added that the right main landing gear tire dug into the sand. The right main landing gear collapsed rearward after striking a large rock. Subsequently, the right wing impacted the ground. The reason for the reported rough running engine was not determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a partial loss of engine power for undetermined reasons, and the pilot's failure to maintain directional control during landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On June 2, 1998, at 1250 central daylight time, a Cessna 150 airplane, N6486T, was substantially damaged during a forced landing following a partial loss of engine power near Mentone, Texas. The student pilot, sole occupant of the airplane, was not injured. The airplane was owned and operated by the student pilot under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the local instructional flight for which a flight plan was not filed. The flight originated from the Lukins Flying Service airstrip near Pecos, Texas, at approximately 1230.

The student pilot reported to the FAA inspector that the itinerary for his solo cross country flight included stops at Mentone and Wink, and a return flight to Pecos. While in cruise flight, the engine began to run rough and the engine RPM dropped to somewhere around 1,200 to 1,500 RPM. After completing his emergency procedures, the pilot elected to execute a precautionary landing on the service road to an operating oil pump, located approximately 2 miles away.

During the precautionary landing on the narrow domed road, with the flaps fully extended, the pilot lost control of the airplane. The pilot added that the right main landing gear tire dug into the sand. The right main landing gear collapsed rearward after striking a large rock. Subsequently, the right wing impacted the ground.

Examination of the airplane by the FAA inspector confirmed that the right wing, the fuselage, and the landing gear attaching point for the right main gear, sustained structural damage. The reason for the reported rough running engine could not be determined; however, the pilot suspected vapor lock. The engine could not be started at the accident site due to a dead battery.

According to maintenance records provided by the FAA inspector, the 1960 model airplane had been modified on June 15, 1996, when a 150 horsepower Lycoming O-320-E3D engine was installed to replace the stock 100 horsepower Continental engine. The modification, performed under STC SA4795SW, also featured a larger propeller and the addition of an STOL kit.

According to FAA medical records, the student pilot had accumulated a total of 85 hours at the time of his last medical examination on February 11, 1997. His total time at the time of the accident was 107 hours.

Pilot Information

Certificate:	Student	Age:	42, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	None Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/11/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	107 hours (Total, all aircraft), 107 hours (Total, this make and model), 9 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6486T
Model/Series:	150 150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	150-17886
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	08/18/1997, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3238 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-E3D
Registered Owner:	JOE A. VERNON	Rated Power:	150 hp
Operator:	JOE A. VERNON	Operating Certificate(s) Held:	None
Operator Does Business As:	DESSER OASIS INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	43° C
Precipitation and Obscuration:			
Departure Point:	(PEQ)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	0000	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	HECTOR R CASANOVA	Report Date:	12/08/1998
Additional Participating Persons:	MICHAEL R JORDAN; LUBBOCK, TX		
Publish Date:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).