



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	KILL DEVIL HILL, NC	<b>Accident Number:</b>	MIA98LA235
<b>Date &amp; Time:</b>	09/01/1998, 1702 EDT	<b>Registration:</b>	N50009
<b>Aircraft:</b>	Cessna 150H	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot stated he applied full power and was climbing to a higher altitude as he crossed a bay. The engine suddenly made a loud noise and lost power. He turned back to the closest shore and an airport. He was unable to reach the airport and made a forced landing in a sandy area, at which time the aircraft nosed over. Postcrash examination of the engine by an FAA inspector showed the No. 1 cylinder exhaust valve head had broken off from the stem resulting in the No. 1 piston breaking and the No. 1 connecting rod bending. The No. 1 exhaust valve had accumulated 1,527 flight hours since new.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the number one cylinder exhaust valve resulting in loss of engine power and a forced landing on unsuitable terrain at which time the aircraft nosed over.

## Findings

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

### Findings

1. (C) ENGINE ASSEMBLY, VALVE, EXHAUST - FAILURE
2. ENGINE ASSEMBLY, PISTON - FAILURE
3. ENGINE ASSEMBLY, CONNECTING ROD - BENT

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

Occurrence #3: NOSE OVER  
Phase of Operation: EMERGENCY LANDING

### Findings

4. TERRAIN CONDITION - NONE SUITABLE
5. TERRAIN CONDITION - SOFT

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	41
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	361 hours (Total, all aircraft), 120 hours (Total, this make and model), 298 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N50009
<b>Model/Series:</b>	150H 150H	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	NEW MARKET AIRPORT, INC.	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-200-A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MQI, 14 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 30°
<b>Temperature:</b>	28° C	<b>Visibility</b>	4 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	HATTERAS, NC (HSE)	<b>Destination:</b>	MANTEO, NC (MQI)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	JEFFREY L KENNEDY	<b>Adopted Date:</b>	02/22/2001
<b>Investigation Docket:</b>	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 <a href="mailto:pubin@ntsb.gov">pubin@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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